Vol 7 **The War Illustrated** N° 157

Edited by Sir John Hammerton

SIXPENCE JUNE 25, 1943

H.M. THE KING learns details of the R.A.F. raid on the Ruhr dams on May 17, 1943 from Wing-Cmdr. Gibson, D.S.O. and bar, D.F.C. and bar, who was awarded the V.C. for the part he played in the daring exploit. During his visit to a station at which Lancaster crews trained for the raid, his Majesty is examining photographs showing havoc caused by the attack.

Photo, British Official: Crown Copyright

THE BATTLE FRONTS

by Maj.-Gen. Sir Charles Gwynn, K.C.B., D.S.O.

JUNE 1, 1943 found the lull in land fighting still practically unbroken, and the air offensive against Germany and Italy proceeding with increased violence and effectiveness. But the most important war news was that in May sinkings of Allied merchantmen had reached a new low, and killing of U-boats a new high, level.

Nothing will contribute more towards increasing the all-round war potential of the Allies than the defeat of the U-boat. The menace can never entirely be eliminated, but once counter-offensive measures establish a definite mastery, the situation must progressively improve. It is, therefore, the success achieved in destruction that is particularly encouraging; and this is evidently due both to the greater offensive strength of the surface escorts and to the wide range and increased effectiveness of air escorts.

The U-boat now prefers to meet air attack on the surface instead of seeking safety by crash diving—clear proof that we have produced a new and more powerful underwater weapon. These tactics indicate a certain loss of morale, for they have evidently been adopted because even an unsuccessful fight on the surface provides a chance of escape from what may be a lingering death.

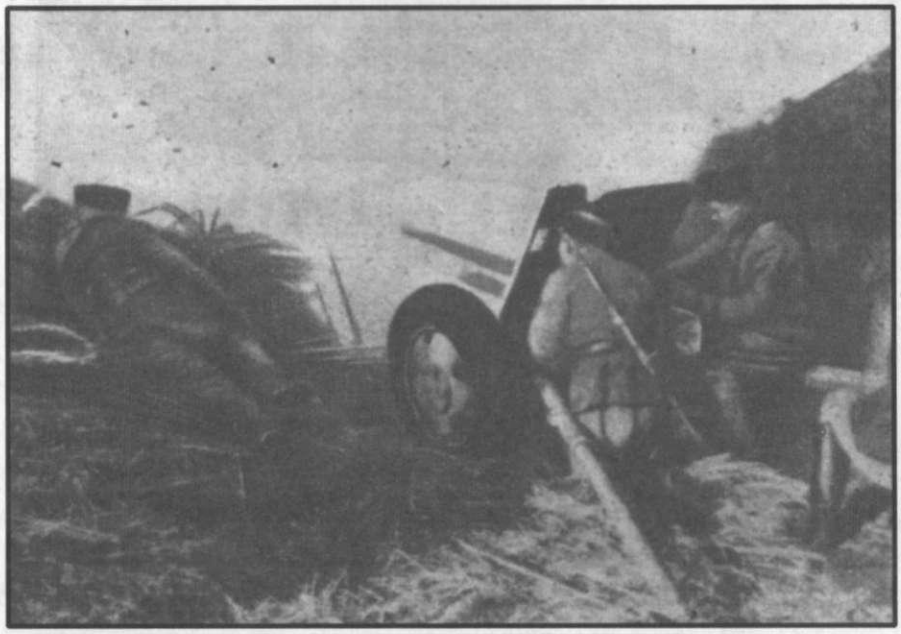
In the last war, until the convoy system was adopted the hunt for U-boats in the wide spaces of the ocean was an unprofitable task; but convoys lured the game to the hunter. Now, however, that we have aircraft of great range and in adequate numbers, the U-boat can also often be spotted and attacked when leaving or returning to its base. In this war the enemy has, of course, offset the higher rate of U-boat destruction by great increase of construction. But that does not help him to sustain morale; it may even add to his difficulties of finding men of sufficiently tough moral fibre.

RUSSIA Complete reliance cannot be placed on General Diettmar's announcement that the Axis has definitely adopted a defensive policy and has no intention of attempting major offensive operations this year in Russia. His statement certainly does not exclude offensive operations with a defensive purpose, and should they meet with an unforeseen measure of success opportunities to exploit them would probably not be neglected. In view of offensive preparations that Germany had undoubtedly made in Russia, the statement may, however, safely be accepted as an indication of change of plans.

In my last article (see page 3) I recorded that a section of German military opinion was opposed to offensive action, and suggested that the threatening offensive might have, initially at least, a limited objective only. I have all along taken the view that to commit herself to a really major offensive would have been a desperate gamble for Germany, involving the danger of an entanglement from which it would be almost impossible to escape.

On the other hand, the German front in Russia is not well suited for defensive purposes. It is considerably longer than the front on which the Russian offensive of the winter of 1941-42 was stopped, and it offers salients dangerously exposed to attack—the Leningrad region, the Orel salient, and the Donetz basin being the principal. The line might be shortened either by withdrawal or by limited offensives undertaken for the elimination of the Russian salients in the Veliki-Luki and Kursk regions, while the Donetz basin could be made more defensible by the capture of the line of the middle Donetz. Defensively the Kuban bridgehead has little value and would seem to be rather a dangerous commitment. There is, however, yet no sign of withdrawal from it.

On the whole, adoption of a defensive policy might include withdrawal on certain parts of the front, and limited offensives on other parts: the former being timed to elude Russian offensive projects on the precedent of the withdrawal to the Hindenburg Line in March 1917, and the latter to forestall them if practicable. If, however, there has been a sudden change in German policy owing to the Tunisian disaster and the growing danger of a major second front, the Russian offensive may be launched before a defensive policy can be fully matured.



COSSACKS OF THE RED ARMY are among the toughest fighters of the Soviet forces. As cavalrymen, infantrymen, sappers or artillerymen they are living up to their reputation. This radio photograph from Moscow shows Cossack guardsmen on the Southern front firing point-blank at German panzers. *Photo, U.S.S.R. Official*

LENINGRAD TO NOVOROSSISK
In the early summer of 1943 three great Axis Army groups (comprising, said Mr. Churchill on June 8, 190 German and 28 satellite divisions) faced the Russians on a front of some 2,000 miles. This map shows the line at the beginning of June. *By courtesy of The Daily Mail*

Furthermore, there is the question whether Germany can maintain a sufficient force in Russia to carry out an offensive-defensive policy such as the present alignment of her front would seem to necessitate. She is reputed to have some 200 divisions there—an impressive number.

But considering the length of the front and the necessity of holding strong local reserves widely scattered for purely defensive reasons, the number of divisions available for an

offensive role may be inadequate. Last year, when her commitments were so much less, her defensive front stronger and she had much larger and more reliable contingents of satellite troops with which to eke out her resources, she had to limit her offensive operations. Large elements of the offensive force she then employed have been destroyed; and to replace them she has had to make heavy drafts on her available man-power.

It is, therefore, not only a question of whether at the moment she has sufficient troops available for offensive purposes, but whether she has a residual reserve of man-power to replace losses which active operations throughout the year in Russia and other theatres are bound to entail.

On the whole, there would seem to be indications that Germany has fallen between two stools if she has definitely abandoned all idea of a major offensive, for the defensive stool is not ready to receive her. To hold her present front defensively would, on account of its length, be wasteful of her resources and be dangerous on account of the shape of its alignment. To undertake offensive action in order to gain a shorter and less vulnerable position might involve costly operations with, in view of her limited resources, no certainty of substantially improving the situation.

ITALY AND HER ISLANDS present an almost bewildering choice of landing-places in the event of an Allied invasion. Heavy bombings of Pantelleria, Sicily and Sardinia presaged a climax in this theatre of war. This map shows range of fighter cover from Tunisia and Malta. *By courtesy of The Daily Express*

But, above all, what is likely to make the Red Army even more formidable than it has already proved and to drive it into attack is the spirit of revenge. To know that great areas of your country have been occupied by the enemy provides a stimulus; but when the soldier has seen with his own eyes, and has heard from the lips of the men and women whom he has helped to liberate from Nazi tyranny, what happens in a country occupied by Germans the stimulus acquires new strength.

To reassure the German public German authorities have attempted to minimize the part the American Army can play in this war as compared with the last because the U.S.A. is engaged with Japan. They conveniently ignore the fact that America has on the fringe of Europe a more effective army than she produced in the last war, and has many others to come. They would have their public forget, too, that it was only in the last half of 1918 that the American Army appeared in strength on the battlefields, and that even then it was largely dependent on French and British tanks, guns, and aircraft. The German public may be ignorant and gullible, but it presumably knows something of Flying Fortresses and Sherman tanks and of the existence of American armies in North Africa and in Britain.

Apart from what the Western Allies may do, are the Germans satisfied that Russia will be content to give them a year for recuperation? The Red Army has certainly suffered terribly both in the summer campaigns when it was meeting attack and in the winters when it was attacking. But in spite of its losses, its spirit has never been broken; and there is little doubt that today its morale is higher, and its training and equipment better than in any previous period. It has acquired a wealth of experience and has, by reliable accounts, large reserves of armaments received from the Allies, still untouched because their design was unsuitable for Russian winter conditions. For a summer campaign, however, they are equal or superior to anything the Germans possess.

FAR EAST

With the capture of Attu there is likely to be a lull in the war in the Pacific Islands, though it may be only for a short period. Events in China should, however, not escape attention.

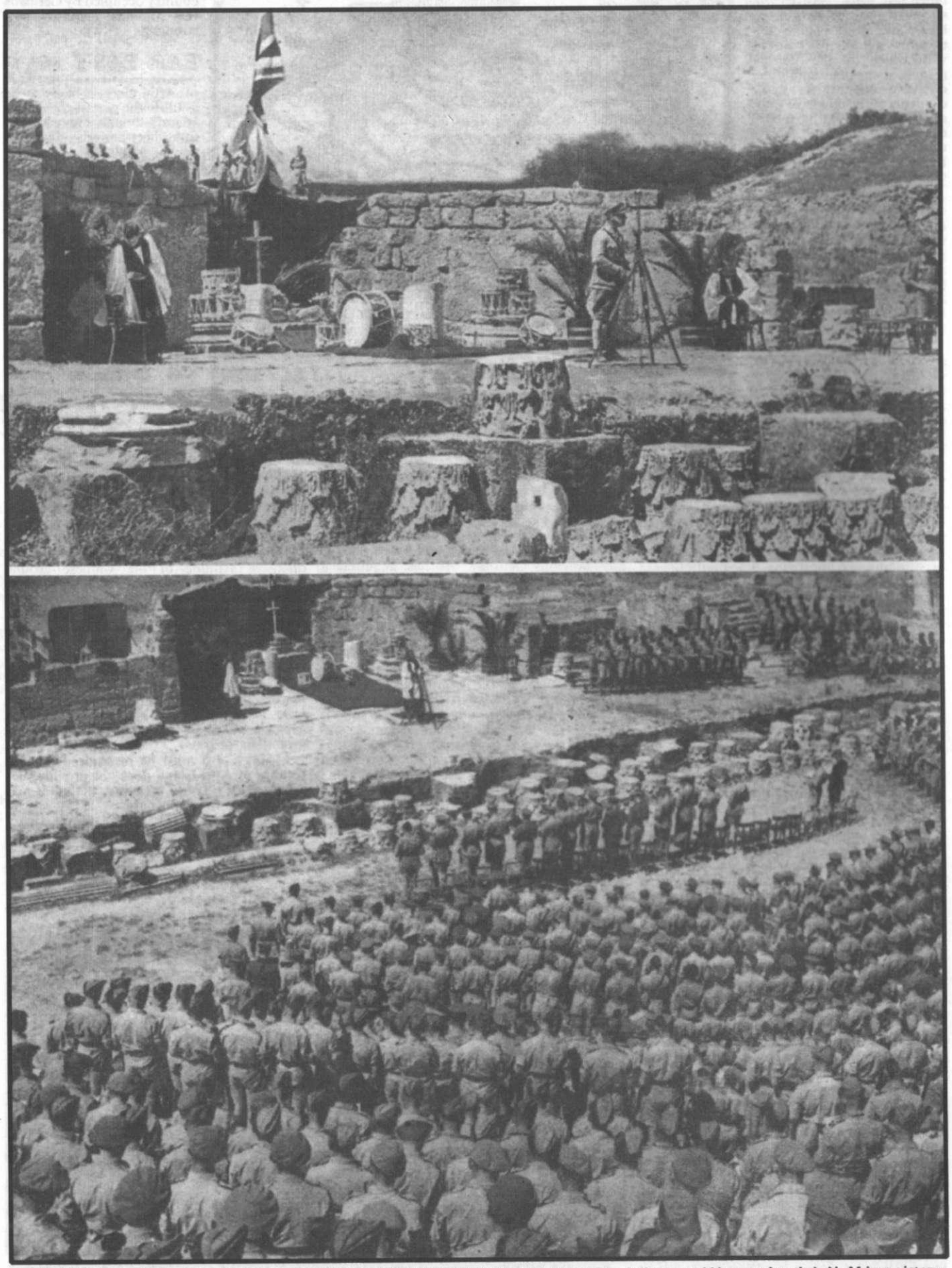
The Japanese recently started a drive from the inland port of Ichang, far up the Yangtse, which they announced would lead to the capture of Chiang Kai-shek's capital at Chungking. In spite of the handicap of armament shortage, the Chinese offered determined resistance and after heavy fighting initiated counter-offensive action, evidently with considerable success. The Japanese have undoubtedly suffered a heavy reverse, and 5 or 6 of their divisions are in danger of being surrounded. The American-trained and -equipped Chinese air force has evidently played a large part in the success, and the Japanese no longer retain the air supremacy on which they formerly so much relied.

Yet perhaps the most encouraging feature of the operations was the behaviour and offensive attitude of the Chinese ground troops. It gives clear proof that deficiencies of equipment have not interfered with their progressive training; and though deficiencies may necessitate the suspension of major offensive operations in China, it is evident that Chinese armies will be able to play a very important part when the general Allied offensive operations, foreshadowed at Washington, open. For China may be the main base from which an air offensive against Japan's war industries and home bases will eventually operate.

Meanwhile it must be recognized that the capture of Attu Island does not provide such a base since it is too far away, though it may serve other useful purposes.

CHINESE PILOTS undergoing advanced operational training at an Eastern air base "somewhere in America" are here shown being inspected by their U.S. Army instructors. These men, many of whom have seen service in their own country, will return to China on completion of their training. Their ages range from 21 to 39. *Photo, Associated Press*

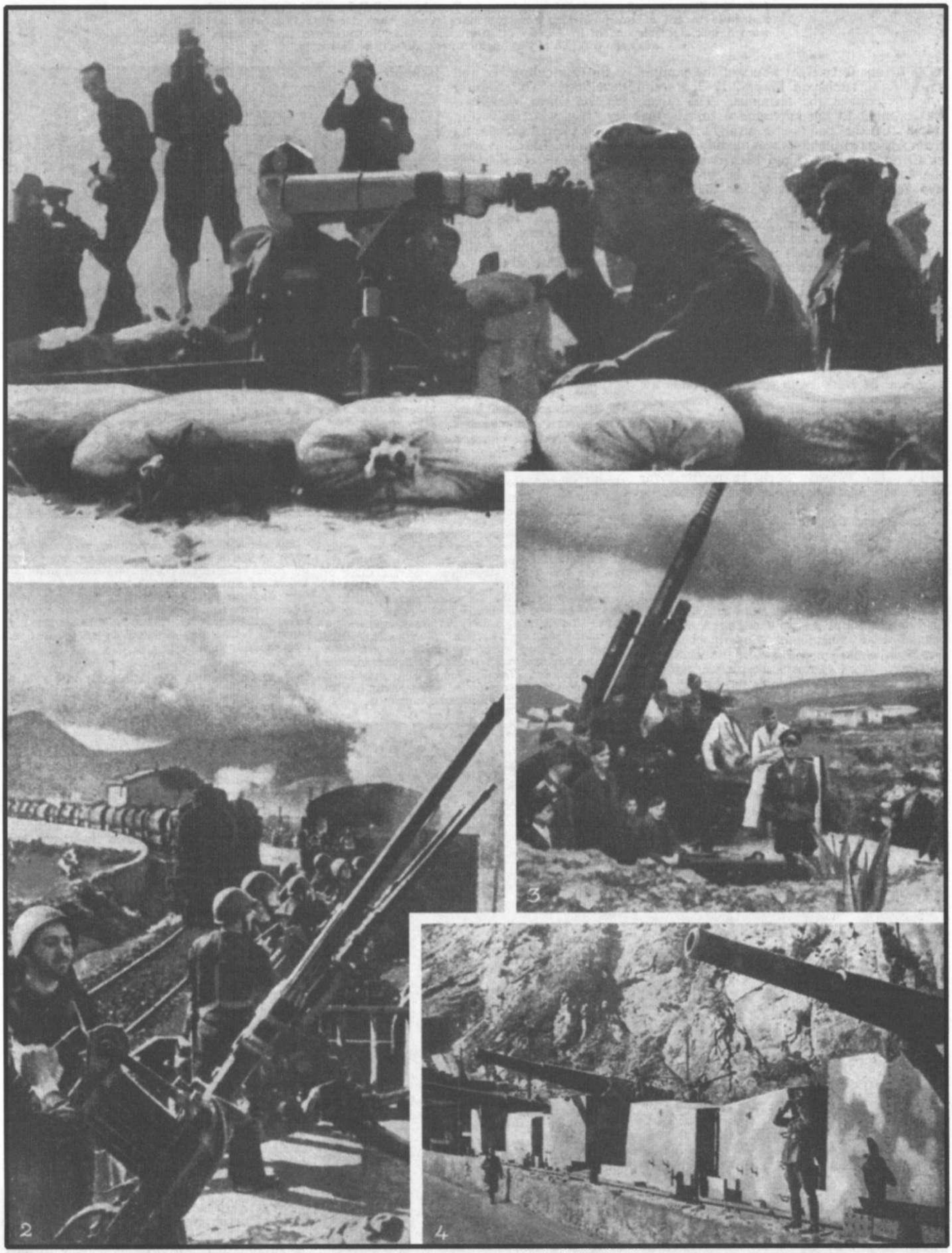
Church Parade Where Roman Gladiators Fought



FIRST ARMY THANKSGIVING AMID THE RUINS OF ANCIENT CARTHAGE—attended by Gen. Anderson and his men after their N. African victory—was a simple and moving ceremony. The service was held within the scanty remains of the old Roman Amphitheatre, near Tunis, and was conducted by the Assistant Chaplain-General, the Rev. J. Steele. The Anti-Tank Regiment provided the band and choir. Top, Gen. Anderson reading the lesson. Below, the service in progress.

Photos, British Official: Crown Copyright

Are You Quite Sure Everything Is Ready, Duce?



ITALY PREPARES FOR INVASION. 1, Mussolini takes a long view of Mediterranean defences. 2, A.A. gun aboard a supply train ready for action against Allied bombers. In the background another train is transporting oil. Germans recently took over Italian air-bases in bomb-stricken Sicily. 3, Watched by local children, Nazi crew mans A.A. gun-site near Messina. 4, Steel and concrete fortifications on which big guns are mounted defend one of Italy's island bases in the Mediterranean.

Photos, Fox, Keystone, Planet News

In North Africa Now: A Correspondent's Picture

Since the dramatic collapse of Axis resistance in Tunisia, the B.B.C. and the newspapers have had little to tell of North Africa. All the more reason then for this first-hand account from a special correspondent in Algeria of social and economic conditions shortly before and after the triumph of the Anglo-American army of liberators.

WITHIN forty-eight hours of the capture of Tunis, on May 7, 1943, a train entered the terminus. The driver was brought to the microphone to tell the world that he had come straight through from Algiers as the track was already repaired at all points where it had been damaged by the Luftwaffe. The freight he brought in was foodstuffs, exclusively for the civilian population.

What war damage North Africa has suffered may soon be repaired. From the Atlantic Coast to Tunis gangs are at work to retrieve and improve the transport vehicles and communications by road and rail, by sea and air. The whole country is covered with an excellent network of wide roads, and there is an uninterrupted railway starting from Gabès and following the Tunisian, Algerian and Moroccan coasts down to Marrakesh. There is also a well-arranged combine of both passenger and goods air transportation.

The worst damage is that inflicted by air raids on the Tunisian ports of Bizerta, Tunis, Sousse and Sfax, and on the Algerian ports of Bône, Philippeville, Bougie, Algiers and Oran. The Tunisian ports before the War were equipped with the most modern devices. They are now cleared of all wreckage and may be in full use again within a short while.

WHAT will be the contribution of French North Africa to the war effort of the United Nations? It can hardly be industrial. Although the country has been surveyed and its rich mineral resources recognized, with the exception of phosphates none of these deposits is exploited. There is practically no industry. Coal deposits are scarce, and the programme of hydro-electric power development is far from completed.

But agriculture is well developed. The country exports wheat, oats, barley, rye, wine, olive oil, oranges, lemons, fruits and vegetables. The cultivation of *primeurs* (earlies) is extended to the fertile fields along the coast; and regular fast services of merchantmen ran from Algiers, Oran, Bône, Bougie and Philippeville to Marseilles, whence express trains rushed the early fruits and vegetables to Paris, Brussels, the Channel ports for England, and across the Rhine to the big towns of Germany. That was in peacetime, and the Germans did not forget it. After the armistice in 1940 they had special commissions in North Africa charged with the requisitioning of all foodstuffs. Soon all stocks disappeared, so that not enough was left for local consumption. As one of the biggest wine merchants in Algiers has put it:

> It seemed that we were ridden by locusts. We were soon left without flour, sugar, coffee, milk, olive oil, leather and dress materials. We could not get the usual imports; we ran short of shoes, linen, garments, and indeed, of all kinds of goods and articles. It was reported that that porky Goering said that if people were going to starve during the winter, it would not be the Germans. And so it proved. They made a clean sweep, everything was swag for the thieves. But now we are free again to deal with our produce as we think fit. The English and the Americans are doing their best to set us going again, and no doubt the situation will improve rapidly.

M. JEAN MONNET
Appointed by Gen. Giraud to the French Committee of National Liberation at Algiers on May 31, 1943, in the new "cabinet" he became Minister for Armament and Supplies.

M. ANDRE PHILIP
Having played a great part in the underground movement in France, he escaped to De Gaulle in London in 1942. On the new committee he is Minister of the Interior and of French Resistance.

Photos, Associated Press

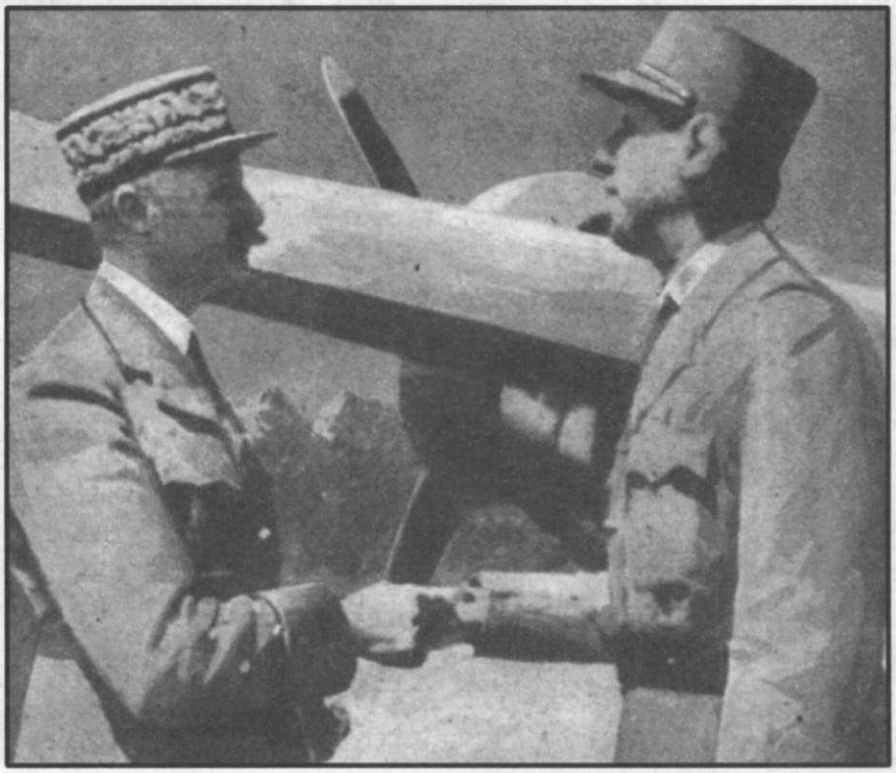
But my friend the wine merchant was not concerned only for material prosperity. Having expressed his confidence in the Allies he adds:

> But above and before everything, we must have arms, so that we can give our maximum effort with our Allies to expel the Boche from Africa, and then follow on and fight him farther on. My three sons and my son-in-law are in the forces, and I can assure you they are game. They escaped being arrested last year when the Gestapo became specially active and deported as many men as they could to Germany.

MEAT is neither very good nor luscious in North Africa. There are hundreds of thousands of sheep grazing on the highlands, but they never get nice and plump. It is said of them that it seems as if they had trudged their way from Timbuktu across the Sahara. In peacetime they were shipped over to France, where they were distributed over the grazing pastures of the Alps before being sent to market. The Boche tried to raid as many of the large flocks as he could; but the natives kept them away from his reach, and meat became rare in the towns. A pound of mutton cost from 100 to 150 francs, while the bread ration was ½ lb. a day for adults, and a ¼ lb. for children under sixteen. To quote again from our Algerian wine merchant:

> Now it is improving, and we shall soon be again a land of plenty. Food supplies and other goods rushed into the country have brought swift relief to the market situation. Housewives who had been on short rations since December are now buying commodities, and fresh vegetables are piled high in the shops. You remember those thousands of acres of artichokes, tomatoes, potatoes, and every kind of early vegetable, the groves of orange and lemon trees? Well, they are for us now: the Boche and Italboche locusts have been swept away. I happened to be present when their leaders were cooped and packed up by the English and the Americans. How crestfallen they were, these swaggering uniformed officials and officers of the so-called armistice commissions, walking down the steps of the big hotel where they had established their headquarters, carrying their heavy luggage themselves! How sheepishly they clambered into the lorries that were taking them to less luxurious quarters!

North African produce is not going "to fatten Goering and his swine any more," he tells me. His only regret is that he and his neighbours had not more to share with their British and American friends, "who have so thoroughly cleansed our land of the arrogant Nazis and Fascists who infested it too long."

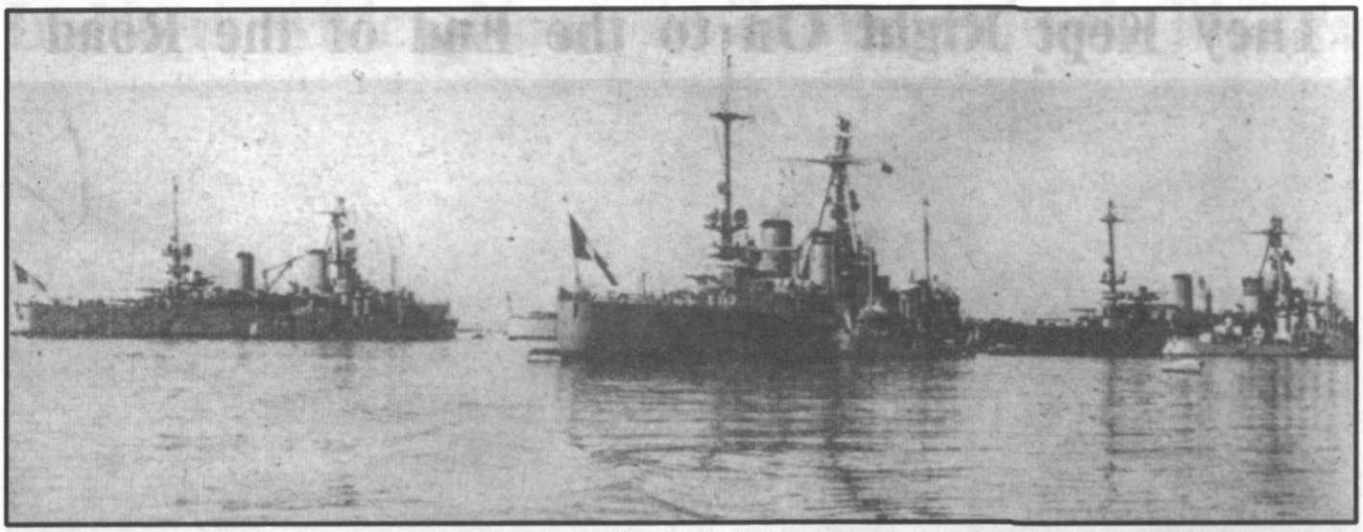


GENERAL GIRAUD (left) greets GENERAL DE GAULLE as the latter arrives at Algiers airport on May 30, 1943. For six months the two generals had been negotiating the terms of their collaboration. Now their efforts were soon crowned by the establishment of what is in effect a French Government. *Photo, Planet News*

They Kept Right On to the End of the Road

AT THE VICTORY PARADE IN TUNIS on May 20, 1943, the salute was taken by Generals Eisenhower, Alexander, Anderson and Giraud. This photo shows regimental pipe bands heading the 51st (Highland) Division at the march past. The bearded piper in the leading files behind the pipe major is Cpl. Campbell of the Camerons. For 1,700 miles from Alamein the Highlanders fought their way, and so, in the words of Sir Harry Lauder's song, " right on to the end of the road."

Photo, British Official: Crown Copyright



FRENCH SHIPS AT ALEXANDRIA. It was announced on May 31, 1943, that the French squadron, under Adm. Godefroy, immobilized at "Alex" since 1940 (see p. 456, Vol. 6), had joined Gen. Giraud's forces on May 7. The squadron comprised the 10,000-ton cruisers Duquesne and Tourville and the 9,938-ton cruiser Suffren (all shown in this photo), each mounting four 8-in. guns; the 22,189-ton battleship Lorraine, the light cruiser Duguay-Trouin; destroyers Fortune, Basque, and Forbin; and the submarine Protée. *Photo, British Official: Crown Copyright*

THE WAR AT SEA

by **Francis E. McMurtrie**

SINCE the tide began to turn against the Axis, each of the enemy countries has reacted in a different way.

Germany has done little or nothing for her vassal partner, Italy. It is plain, in fact, that Italian losses mean nothing to her, so long as German interests remain intact. What Hitler most urgently needs is a respite sufficient to enable his forces to recuperate, and if that can be gained by sacrificing Italy, the end is all that matters.

Germany has plenty of troubles of her own to worry about, without concerning herself about those of Italy, Japan, or smaller satellites like Hungary, Finland, Rumania and Bulgaria. The U-boat offensive has received a very definite check; many of the manufacturing centres on which the German forces rely for their munitions are being shattered by incessant air raids; and reserves of soldiers and aircraft are so low that the prospects of renewing the campaign in Russia do not look bright.

As a provisional measure, Germany is seeking every opportunity, however unpromising, to sow dissension between the Allies. Thus when Russia and Poland were induced to break off diplomatic relations, something was gained by the enemy; even the encouragement of disagreement between the various groups of patriotic French people is reckoned worth while; and if, by underground machinations on the other side of the Atlantic, American distrust of Britain can be fomented, the Germans imagine there may yet be a chance of the war terminating with a negotiated peace, which would be in reality nothing but a truce, enabling them in due course to renew their efforts to achieve world domination.

THOUGH these plots may seem to have little hope of success, the history of 1918-1933 shows that the danger is a real one. In those years of divided counsels and empty gestures, the rulers of this country and of the United States were so shortsighted as to allow their navies to be reduced to a fraction of their former strength. It was this more than anything else that encouraged Hitler, when he came to power, to resume the building of submarines, with the deliberate intention of using them against seaborne trade. Aided first by Italy and later by Japan the Germans made a bold bid for sea control. Only one thing stood in their way in 1940-41; the indomitable spirit of the Royal Navy, whose officers and men never faltered under a strain more severe than was ever before imposed upon it.

Japan's entry into the conflict might well have proved the last straw, especially as, by the surprise attack at Pearl Harbour, the United States Navy was dealt a stunning blow. It is now known that on that occasion the American fleet was deprived instantly of five out of its 15 capital ships, though three of them have since been salved and refitted. At the time the full facts were cleverly concealed, and with surprising rapidity the United States Navy recovered from the shock. It has since inflicted even heavier losses on the Japanese fleet.

AXIS Battle-fleets are now at Increasing Disadvantage

THE rulers of Japan now appreciate the fact that it is only a question of time before the Allied fleets, having finished with Germany and Italy, will be able to devote their undivided attention to their Eastern foe. Warnings from Tokyo to the people of Japan that they are likely soon to be facing a crisis have taken the place of the boasting of a year ago. As some small consolation it is also asserted that two new 45,000-ton battleships have been completed. This may be true, since several were believed to be building; but it may be mere propaganda, concocted to set off the fact that the new U.S. battleships Iowa and New Jersey have recently been commissioned.

As always, Italy continues to show herself the least astute of the three confederates. Mussolini would never have entered the War in the summer of 1940 had he not imagined that it would be a walk-over, with plenty of plunder to be had for the taking. When it became a matter of hard fighting, the weakness of Italian fibre became manifest. The actions of Calabria, Taranto and Matapan, with sundry smaller fights, have demonstrated that, wherever Italy's future may lie, it is not upon the water!

Yet now that the last has been seen of Italy's African Empire, and an Allied invasion of Italian territory in Europe is obviously imminent, the panic which has already affected the poorer strata of the population appears to be spreading upwards. Vapourings about the Italian Navy, now less than ever equal to coping with the British Mediterranean Fleet under its tried leader, Sir Andrew Cunningham, are intermingled with wild and foolish threats towards British airmen. These threats ignore the fact that Italy is in no position today to risk reprisals by committing further breaches of international law even more atrocious than her past bombings of hospital ships. It would be surprising, too, if at this stage the Italian fleet were to offer any formidable resistance. By the time these words are published this will perhaps have been put to the test.

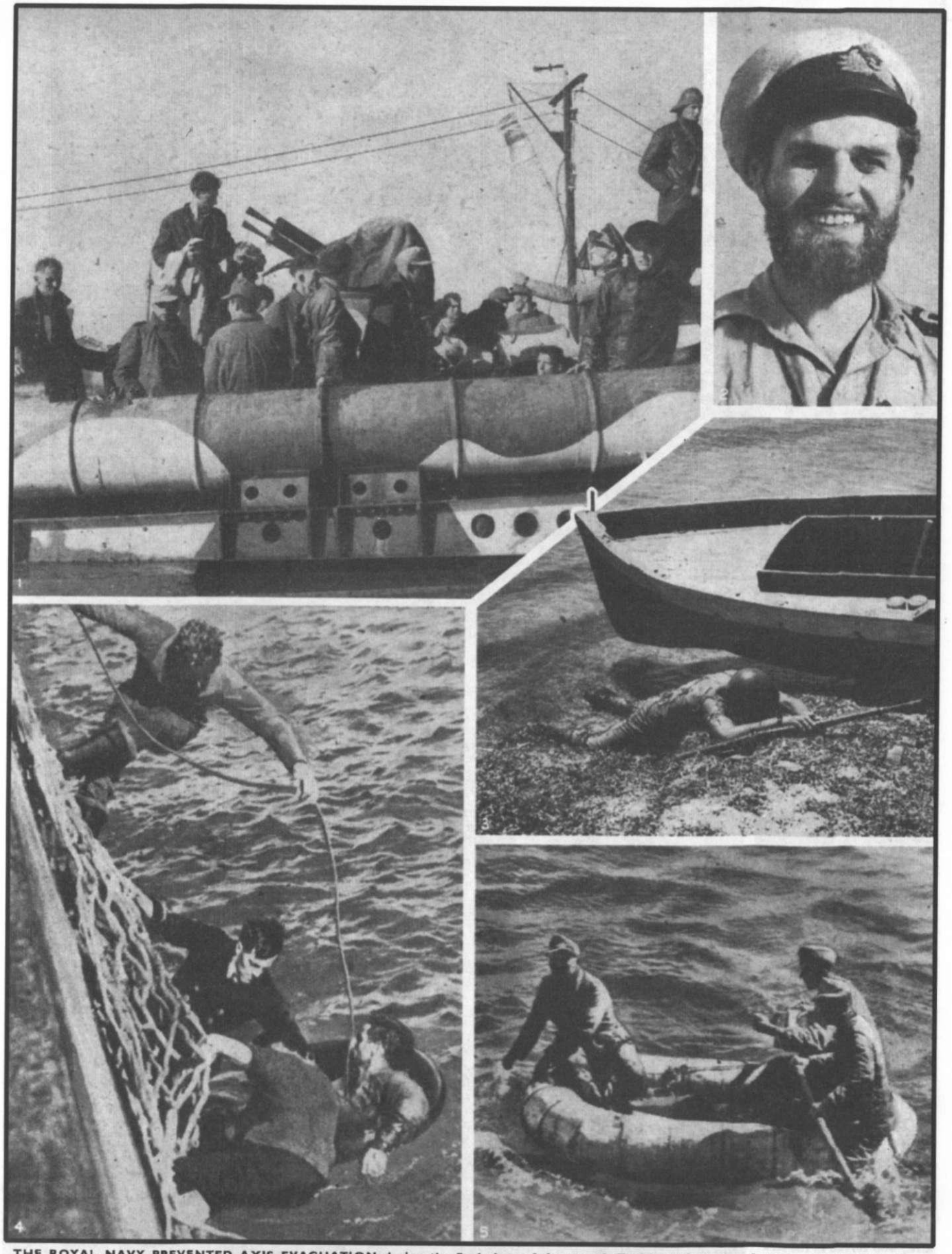
AT the same time it may be well to point out that, compared with 1940, Allied superiority at sea has grown very considerably. Three years ago the Germans had not lost the Bismarck, and Italy had not seen one of her battleships, the Conte di Cavour, reduced to a wreck by the torpedoes of the Fleet Air Arm. Japan had not lost two battleships of the Haruna class, nor five out of her nine aircraft-carriers. In the same period all three Axis countries have also suffered heavy losses in smaller ships, such as cruisers, destroyers and submarines.

In June 1940 this country had 14 capital ships in service. Today there are 15, four of which have been completed since the earlier date. In aircraft-carriers the position is even better. There were five aircraft-carriers at the former date; today the exact number is unknown, but, including the new escort type, there are certainly more than three times as many. But it is in the smaller craft, so valuable for escort duties, that the biggest expansion has been seen. Destroyers, sloops, frigates and corvettes have been turned out in gratifying numbers, and continue to be added to the fleet at frequent intervals. It is this accretion of strength, together with the advent of the escort aircraft-carrier already mentioned, that has worn down the submarine attack on Atlantic convoys.

With the United States Navy the rate of increase is even more amazing. Today there are probably 21 battleships and as many aircraft-carriers in service, compared with 15 of the former and six of the latter category in June 1940. Cruisers are being turned out at a rate that has more than kept pace with losses; and new destroyers, both of the fleet and escort type, are being completed by the hundred.

Since it is sea power that is the factor which counts most in ensuring victory—for important though the air arm has become, its fuel, spares, etc., still have to travel across the oceans in ships—these figures should give encouragement to all who hope for victory in the not too distant future.

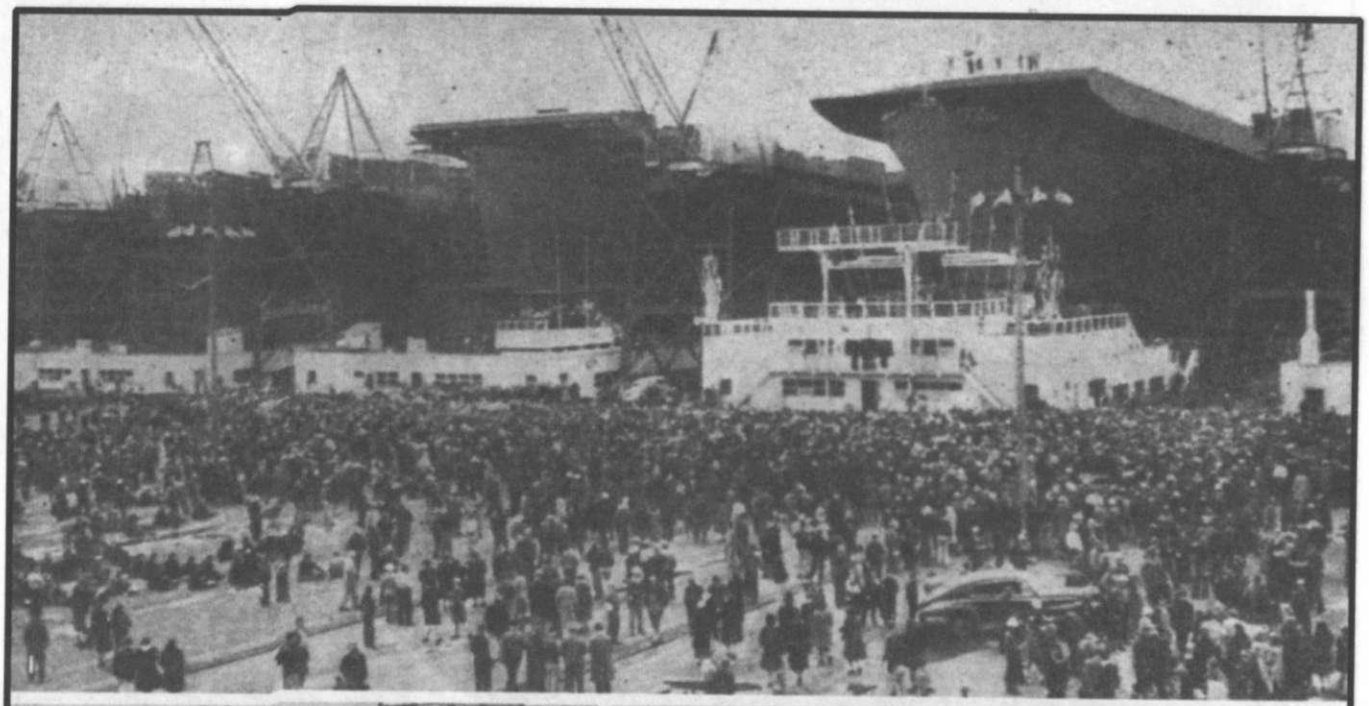
There Was No 'Dunkirk' for the Axis in Africa

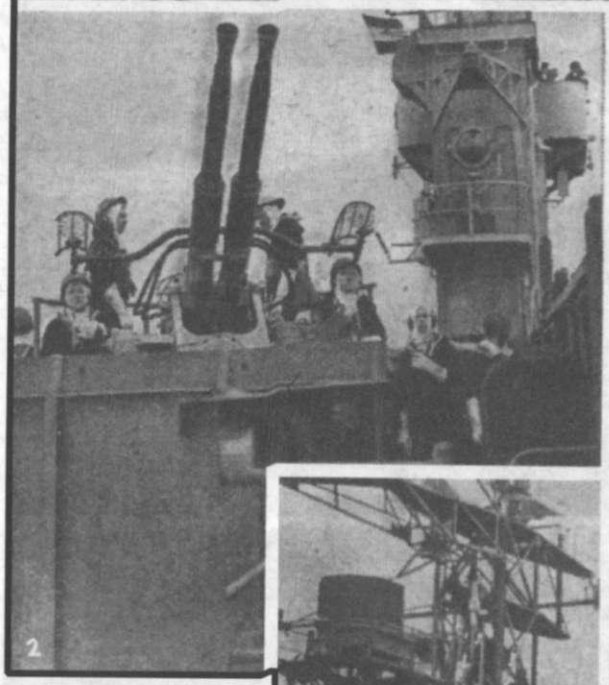


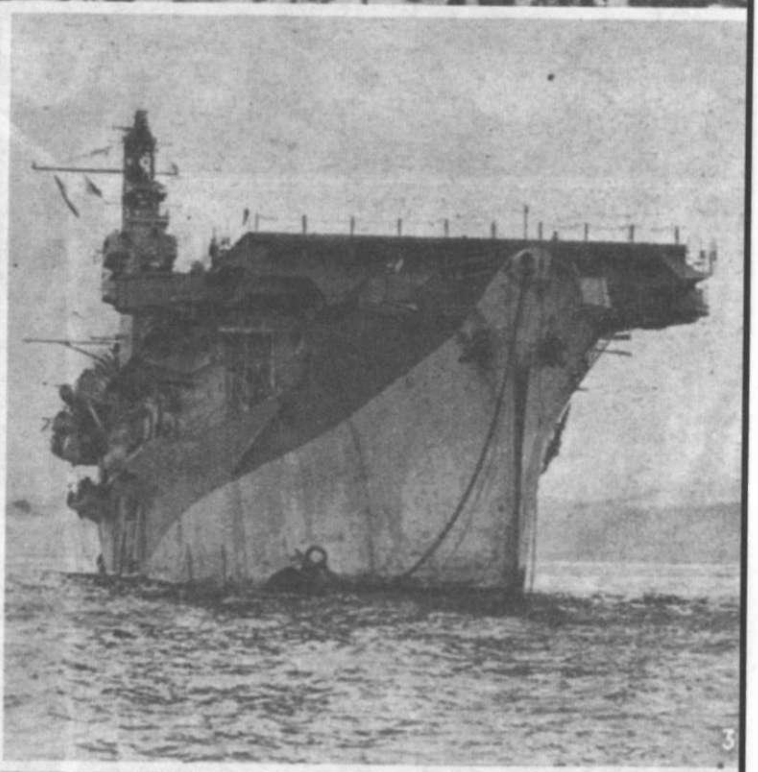
THE ROYAL NAVY PREVENTED AXIS EVACUATION during the final phase of the enemy's Tunisian defeat; very few even attempted to escape by sea. 1, Luftwaffe prisoners aboard a British M.T.B. and 2, Lt. Bligh, the vessel's captain. When his ship struck a sandbank, he ordered the crew to swim to another M.T.B., staying behind to fire the petrol. He was wounded in the ensuing explosion. 3, Italian lies dead beside the boat in which he hoped to escape, while a comrade who attempted to get away supported only by an inflated inner tube (4) is hauled aboard a British warship. 5, Fleeing Germans captured in their rubber dinghy.

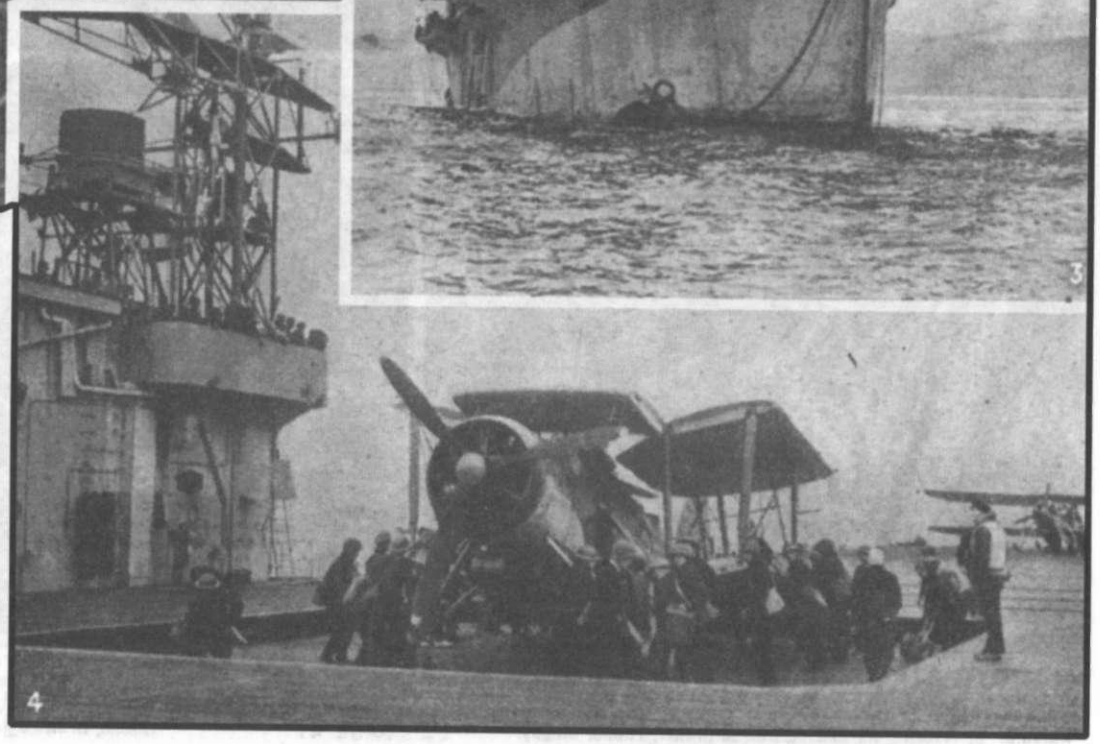
Photos, British Official: Crown Copyright; Keystone

More Killers of U-Boats Take the Water







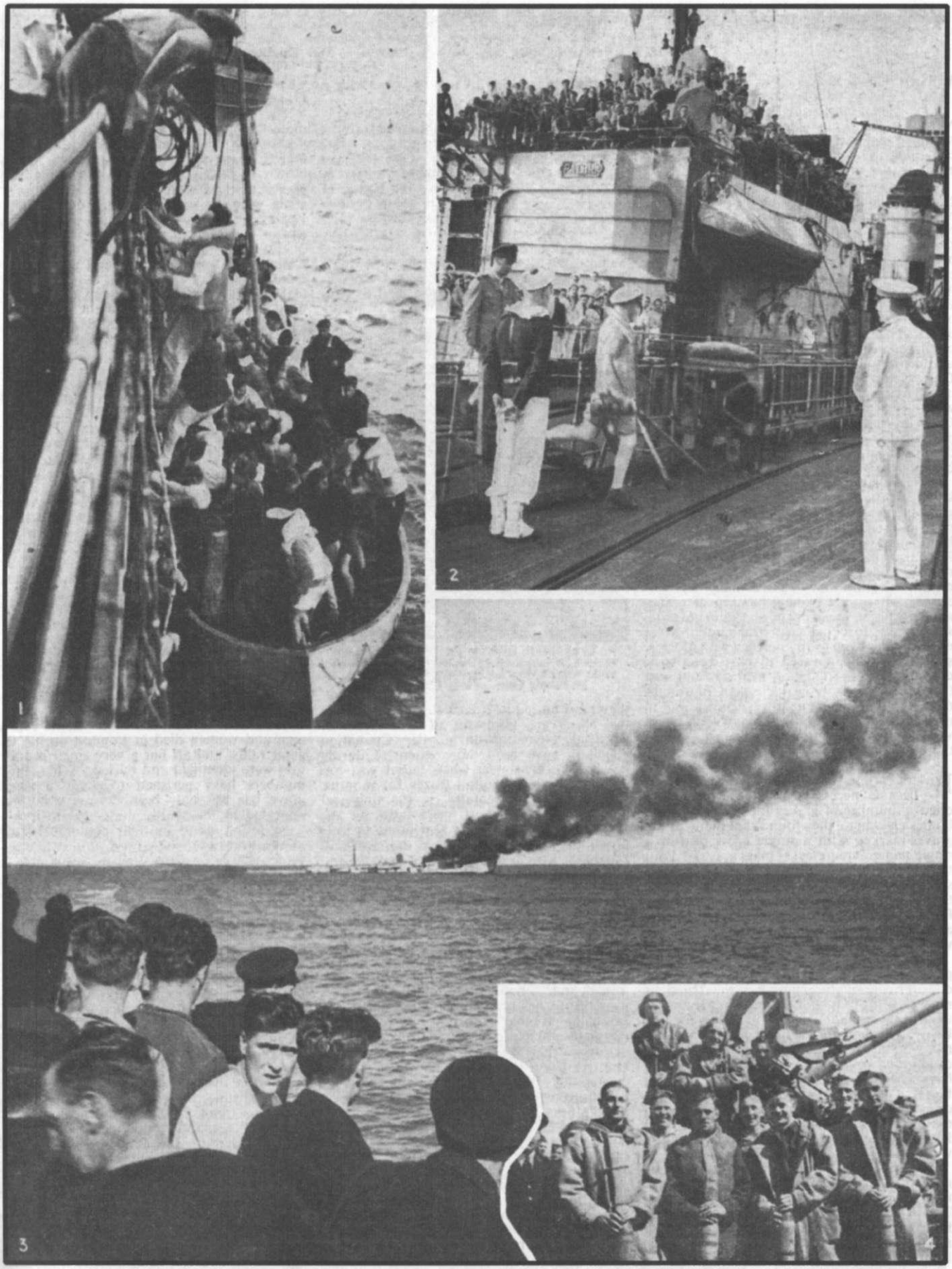


ESCORT AIRCRAFT-CARRIERS are being built in America; already, said Mr. Alexander, First Lord of the Admiralty, on June 2, several are in service and have proved their worth. 1, Three of these carriers are shown in a Kaiser yard at Vancouver, Washington. The crowd on the waterfront is waiting to welcome Mrs. Roosevelt, who named the vessel on the right The Alazon Bay.

The American-built H.M.S. Battler, which joined the Royal Navy recently, was converted from a merchantman. She was laid down early last year, and carries a number of Seafire and Swordfish aircraft. 2, Gun crew at action stations. 3, The Battler afloat. She is commanded by Capt. Stephenson, R.N., who served in the Ark Royal. 4. Swordfish brought up to the flight deck.

Photos, Associated Press, Keystone, Planet News

Two Enemy Ships Tried to Run the Blockade



IN THE SOUTH ATLANTIC on May 13, 1943, the French cruiser Georges Leygues sent an enemy supply ship to the bottom. Ninety German survivors were rescued. 1, Some are seen coming alongside; 2, prisoners step ashore from the Fighting French ship. A month earlier, on April 10, H.M.S. Adventure (Capt. R. Bowes-Lyon, M.V.O., R.N.) intercepted the German Silvaplana (4,793 tons). The Germans scuttled their ship 200 miles off Cape Finisterre. 3, Adventure's crew watch the scuttling. 4, R.M. gun crew which fired at the enemy. *Photos, British Official; Central Press*

How Many Germans Rest in Unnamed Graves?

In the great battles on the Russian front hundreds of thousands, nay millions, of German soldiers have died. But very few have had their obituary notices in the German newspapers, and in a host of instances their resting-places are completely unmarked. This article by J. V. GUERTER throws some light on this example of Nazi reticence.

WHAT has happened to the millions of Germans who have fallen on the great battlefields of Eastern Europe? Nowhere else in this war have the dead and wounded approximated in number to the casualties to which we became accustomed in the battles of the Great War of 1914-18.

The Germans have said very little about the graves containing "the flower of their manhood," to use Hitler's words. And for good reason. They dare not let the people at home know that the number killed exceeds a few hundred thousand. To ensure the true extent of their dead being kept secret, they have "rationed" notices of deaths on active service in the newspapers. Each newspaper has a "ration" of so many obituaries a day. The Nazis fear that if more were published readers might start doing sums in arithmetic and reach the unpleasant truth. During the present comparative "lull," newspapers are being allowed to catch up with arrears to a small extent. But the Germans have not during the present war published a single official casualty list. And they have said very little about how they are burying their dead.

At least half, perhaps more, of the Germans killed on the Russian front lie in unmarked graves. This is only partly due to the methods of modern war, which result in large numbers being marked "Missing—believed killed." It is also due to the desire to hide the true number of dead. When the Russians advanced during last winter they passed many German cemeteries varying from a handful of graves at the wayside to very extensive ones covering some acres, like that near Stalingrad. Most of the graves were neatly marked with crosses, some of which appeared to have been produced by mass-production methods and sent to the front with typical German thoroughness. All bore the name of the soldier, and in many instances his unit. Some of the crosses were Maltese, bearing a swastika, and others the ordinary cross.

BUT the interesting point was this. When it became necessary for the Russians to open a number of graves for reburial of the bodies elsewhere, they found that many of the graves marked with a single cross bearing a single name were in fact "mass graves" containing the bodies of from 30 to 60 German soldiers. The orderliness of the small cemetery suggesting to German soldiers passing for the first time that some small patrol action had taken place in the neighbourhood, was a complete deception.

It might well be concluded that it was a planned deception. For when from the grave of "Private Karl Schmidt" the Russians recovered thirty to sixty bodies and re-buried them, they found that the mass graves had been used not for men shattered beyond recognition, but for soldiers still wearing round their neck their identity disk. It would have been simple, even if speed demanded burial in a single grave, to have removed these disks and noted the names of the men buried on a cross or headstone above. But for the Russian opening of the grave, this deception would never have been discovered.

Nor was this an isolated instance. Its repetition many times must make us presume that it was the result of official instructions. The Russian explanation is that the Nazis feared the sight of the endless graves would affect the morale of troops going towards the front, and that this dishonest idea was devised to permit burial and yet hide the numbers buried.

The German identity disk, incidentally, is a small piece of paper enclosed in a special metal container like a cartridge case with a sealed top.

Cremation has been used by the Germans in some instances, and mobile crematoriums have been devised for the purpose. But except in emergencies these seem to have been used chiefly for the many victims of their terrorist methods and for the bodies of their enemies. The Germans are a curious blend of scientists and sentimentalists. The scientists know that cremation is a speedy, hygienic and effective way of disposing of bodies after a big battle. But there is still a deep sentimental aversion to it in Germany. Before the War, prisoners who died in concentration camps and victims of "mercy deaths" were cremated, but earth burial was the more usual method of disposing of the dead. The great number of their dead

BATTLEFIELD GRAVE IN LIBYA. A small mound surmounted by his helmet and a rough cross marks the resting-place of the driver of an enemy tank. *Photo, British Official*

they have buried in Russia suggests that even the Nazis are uncertain of the effects of wholesale cremation on morale. Cremation seems to have been more extensive during the first hard winter, when burial was impossible with the ground frozen for months.

Cremation, incidentally, is the universal method of disposal of their dead by the Japanese, the ashes being sent home in little boxes to the relatives. But thousands of Japanese who will perish in the eastern jungles will have no grave.

RUPERT BROOKE's famous poem, "If I should die . . ." contains the phrase, "some corner of a foreign field, That is forever England." Few people realize how uniquely English is that conception. The Germans have a horror of being buried in foreign soil. One of the stimulants that Nazi propaganda has been applying to the Russian campaign is the idea that soil in which Germans are buried must be made literally German—that is, enclosed for ever in the German frontiers, in contrast to the poetical conception of Rupert Brooke.

Britons who have fought the world over for centuries have no feeling like this. Some 725,000 dead of the First Great War whose names are known are buried in 15,000 different places abroad. How uniquely British is the idea is shown by the fact that even our American cousins carried back for burial in the U.S.A. 50,000 of their soldiers who died in France, the result of a pledge given when the U.S. entered the war that not a single American soldier would be buried in foreign soil without the express consent of his next of kin. The fear of being buried in foreign soil has undoubtedly played its part in creating the dread of the Russian Front which seems to be planted in so many German soldiers.

The great majority of the two million or more Germans who have died in Russia have nothing to mark their graves. Many were buried in the ruins of Russian towns, many blown to pieces, many buried in temporary graves marked with bayonet and helmet in areas which have been fought over in later battles. German mothers and wives at the end of the war will receive a horrible shock.

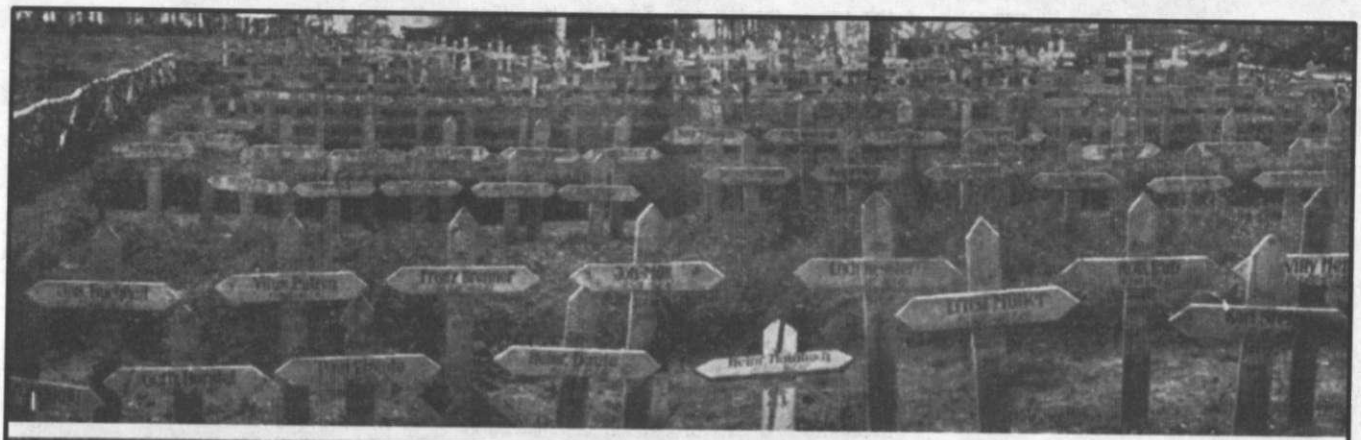
The work of the Imperial War Graves Commission, which at the end of the First Great War was faced with the formidable task of re-arranging the remains of 1,100,000 dead buried in 100,000 different places, will seem simple compared to that of regularizing the graves on the still unfinished Russian battlefields.

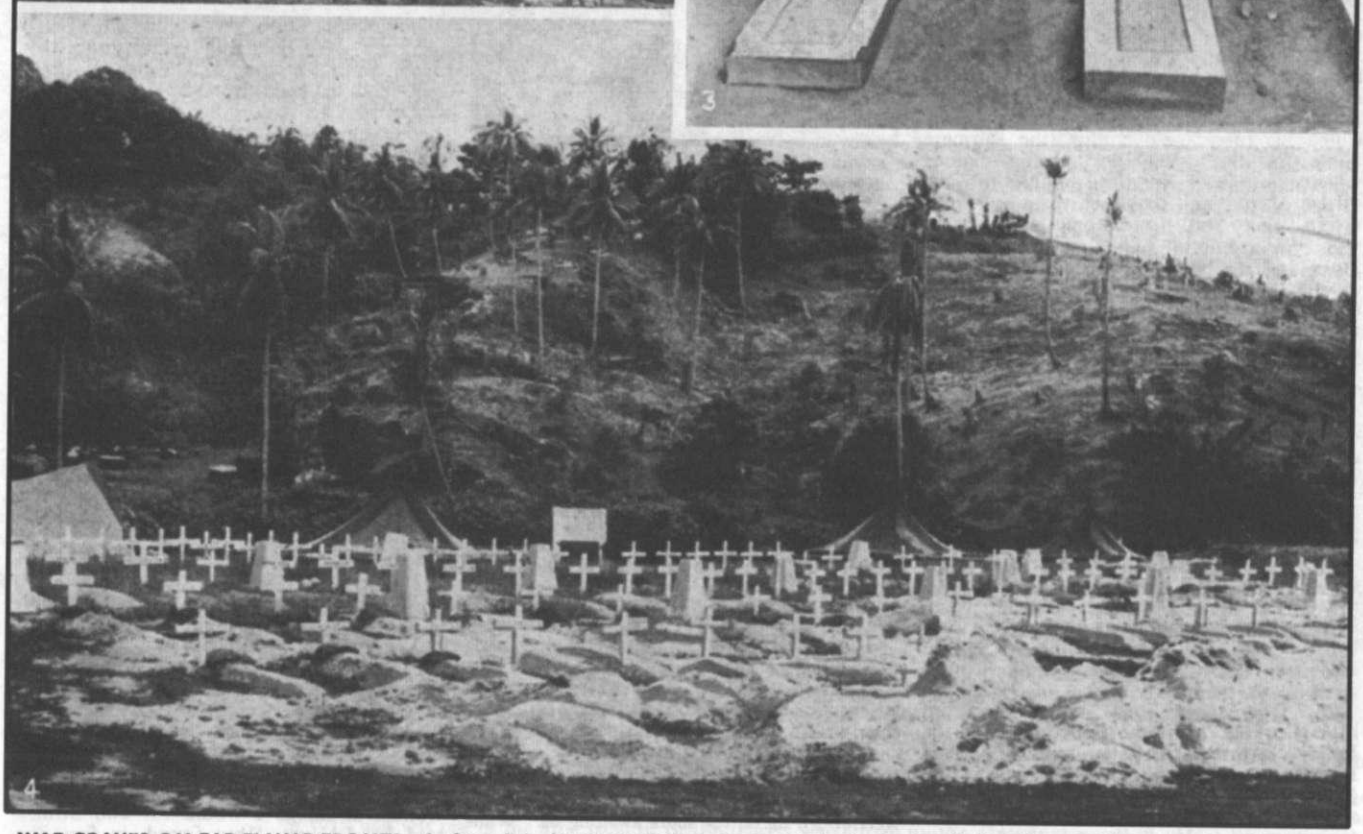
THE massed battles in Russia have been nearer the type of those in 1914-18, which resulted in 300,000 of the British dead in France having no known graves. The more open warfare in which the British armies have been engaged in this war has resulted in fewer "to whom the fortune of war denied the known and honoured burial given to their comrades in death," to quote the Menin Gate Memorial. The work of marking graves with a temporary wooden cross is carried out overseas by the fighting Services, and in the United Kingdom by the Imperial War Graves Commission. The number marked is now about 40,000. In many cases comrades of the dead man have themselves carved beautiful crosses or headstones and erected them. Probably after the War many of these temporary cemeteries will be collected, and the graves marked with a standardized headstone like that of the First Great War.

The present war has presented another problem, the identification and burial of civilians who die in air raids. Some 13,000 men and women died in London during the great raids, and all but a very small proportion were identified and buried. Where large numbers have perished together, a single grave has not only been necessary but has appealed to the sentiments of relatives who have found unity in their common sorrow at the graveside. On the Continent, where thousands of civilians died in towns and by the roadside as the result of the German attacks, hundreds have not been identified and even lie in unmarked graves. Perhaps the most beautiful memorial is in Rotterdam, where 30,000 are believed to have perished in the most criminal raid of the War. The citizens have planted seeds secretly, so that now flowers blossom amid the ruins. As they pass the survivors lift their hats, to the intense annoyance of the Germans.

Long after this war is over men will be found buried on the battlefields and perhaps identified. For years after the First Great War unmarked graves of some of the 3,000,000 men who died in France were found, the bodies disinterred and buried again in the war cemeteries. Watches, pencils, the remains of notebooks, often enabled next of kin to identify the remains. One little "cemetery" of British soldiers was found years later when a French youth, talking to English visitors, said he recalled as a small boy seeing Germans burying British soldiers after a skirmish. He led the English visitors to the spot he remembered. Digging revealed the remains, which were in due course identified. The Kaiser's soldiers, at any rate, generally buried their enemies decently; and there is reason to believe that the Nazi soldiers of today are also whenever possible discharging this time-honoured duty with care.

For Friend and Foe 'Last Post' Has Sounded





WAR GRAVES ON FAR-FLUNG FRONTS. 1, One of the innumerable German cemeteries in Russia. 2, First Army artillerymen place flowers on the grave of a comrade who fell at Tebourba, Tunisia, in last November. 3, Resting-place of British and Imperial troops near Tobruk. Each grave has been enclosed to resist the encroachment of desert sand. 4, Cemetery in Tulagi, N. of Guadalcanal, where lie many of those who were killed in our naval battles in the Solomons.

Photos, British Official: Crown Copyright; Planet News, Keystone

Jungle Commando: The Story of the Chindits

What Lawrence of Arabia was in the last war, Brigadier Orde Wingate may well be in this. Below is the story of his latest exploit. Our account is based on the dispatches to The Daily Telegraph by its correspondents Martin Moore and Marsland Gander. Some of the only photographs taken of the expedition will be found in pages 47 to 49.

A REMARKABLE man this Brigadier Wingate—the man who led the "Jungle Commando" in its raid behind the Japanese lines in Burma. Martin Moore, The Daily Telegraph Special Correspondent on the Burma front, who was one of the two or three newspapermen privileged to accompany the raiders on the first stage of their journey, says that he has the lean face of an intellectual, with small, piercingly blue eyes, and a jutting chin as aggressive as his bony nose. Though he is only 38, his lank, untidy hair is already grey. But for his uniform you would put him down as a university professor or a barrister destined for the Bench.

After the expedition had set out, Martin Moore made further discoveries concerning this remarkable personality. Wingate, he tells us, is a gunner by training, is a student of war, but a student also of life and art. Round the camp-fire at night, deep in the green heart of the jungle, he discussed literature, music, painting, films, economics, the organization of the post-War world. The Brigadier quoted Shakespeare and Plato, Leonardo da Vinci, and Gray's Elegy. He talked of the art of detective fiction and the psychology of comic strips in the newspapers. From Jane of the Daily Mirror he would pass on to outline his ideas for a new League of Nations.

Wingate, it was soon made clear, has studied his enemy. "The Jap isn't a superman," he used to impress upon the little group sitting round the camp-fire; "but the individual soldier is a fanatic. Put him in a hole, give him a hundred rounds, and tell him to die for the Emperor, and he will do it. The way to deal with him is to leave him in his hole, and go behind him. If this operation of ours is successful it will save thousands of lives."

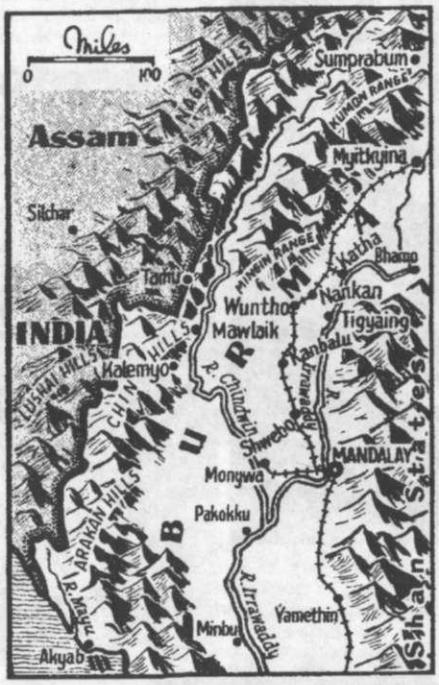
He has studied, too, the Burmese tribesmen, whose hostility to the Japanese he was hoping to fan into a flame just as, two years ago, he raised the Abyssinian guerillas against the Italians. Before he left India he had a manifesto prepared, in which he called his force the Chindits (the Burmese name for the griffin or lion-like figures which stand guard round the temples to ward off evil spirits) and described them as "mysterious men who have come among you who can summon from afar mysterious powers of the air, and who will rid you of the fierce scowling Japanese." Very shortly he was famed as the Captain of the Chindits, as well as the Lord Protector of the Pagodas.

FOR many months the Chindits—or Wingate's Circus as they called themselves—were specially trained in India under conditions of strict secrecy. They were a very mixed bunch. Among the British soldiers, drawn from twenty or thirty different regiments, there were some Commandos who had already taken part in sudden descents on the French and Norwegian coasts; but many more were married men from the North of England, men between twenty-eight and thirty-five, who, before they began their training, would have been described as second-line troops. (In England they had been a coast defence unit.) Then there were wiry, keen-eyed little Gurkhas from the hill-country of the Indian North-West Frontier, and soft-spoken Burmans, patriots who refused to bow the knee to the Japanese invader. All were trained together; and so well trained that (as was soon to be discovered) the Japanese could teach them nothing in the difficult subject of junglecraft.

Early in February the Chindits crossed the mountains from Tamu in Assam into Burma. Martin Moore accompanied them as they left their last halting-place in "safe" territory. Here is his vivid picture of their setting out.

We marched at night. Elephants carrying mortars, machine-guns and ammunition, plodded on ahead, silent-footed, but brushing their way with rending sounds through overhanging bamboos and low branches. Uphill or downhill they took gradients of one in two with slow majestic ease. With the delicate step of a tight-rope walker they picked their way along rocky tracks, no wider than their own feet.

One lost his balance. He rolled ponderously backwards and crashed through the trees down



STRIKING INTO BURMA, the Chindits (see accompanying text) penetrated to within 50 miles of Mandalay. This map depicts the mountainous terrain in which this force so effectively operated.

By courtesy of The News Chronicle

a precipitous slope. His howdah was smashed and his load scattered, but he came meekly back and waited while the mortars and ammunition-boxes were collected.

Next came the mules and men, platoon after platoon, laden with all the varied paraphernalia of this strange unit. In rear were the slower-moving oxen. They dragged their sturdy little carts until the track became so narrow and steep that they could go no farther. Then the carts were abandoned and oxen became pack animals like the mules.

For three months the Chindits were in operation against the Japanese in the Burmese jungle. Beating the enemy at his own game of infiltration in the dark solitudes of the tropical forests, they penetrated between 200 and 300 miles into enemy-infested territory. In numerous jungle clashes they killed at least 200 Japanese; and a whole Japanese division of 15,000 men was kept busy hunting them and trying to prevent them reaching the Lashio railway.

Arrived at the Chindwin, Moore watched the Chindits cross the 300-ft.-wide river.

Several Burmese boats had been obtained and were drawn up on the shore awaiting us. While some men swiftly loaded them, others were inflating rubber boats which we brought with us. The elephants plunged straight across, deposited their loads, and swam back for more.

A strongly armed party went over to guard the bridgehead against possible enemy attack. Then, while the main body of troops rested, hidden in the thicket, platoons went forward one by one with their animals to make the crossing. Most of the men easily swam across, despite the swift current; but the transport of arms, ammunition and supplies, with so few small craft, was a slow process.

When the first light streaked the eastern sky a large proportion of the force were still on this side of the river. By then, however, there was no further need for secrecy. Our patrols had made sure there were no Japanese in the vicinity; the troops came out of their concealment in the thicket, and the sun rose on a scene which seemed to belong rather to the seaside on Bank Holiday in England than to a military operation in the Burma jungle. Hundreds of men awaiting their turn to cross sat breakfasting on the shore. Naked figures splashed through the shallows and raced over the sands in pursuit of recalcitrant mules. Some were swimming across leading lines of plunging animals. Rubber boats piled with arms and kit were being towed.

AFTER crossing the Chindwin the Chindits split up into separate columns, each charged with a special task. That they were successful was very largely due to the support of the R.A.F. Each man carried six days' rations on his back; but for the rest they were dependent on supplies dropped by plane. Each column had an R.A.F. unit with its own radio to act as spotters for the bombers, but still more as liaison with the aircraft dropping supplies. The R.A.F. made it a point of honour to drop everything that was asked for; and so to these little bands of wandering fighters there came down from the sky such things as monocles, false teeth, a kilt, a copy of a recent life of Bernard Shaw, and a will form for signature by an officer who was temporarily surrounded by Japanese. Once two volunteer wireless-operators were landed by parachute: they came down in the middle of a scrap, and had to hide in the jungle until it was over.

One chief objective was the Mandalay-Myitkyina railway, which the column charged with its destruction reached on March 6, just a month after they had marched out of India. So far they had not seen a single Japanese soldier, but after they had blown up the line north of Wuntho with seventy charges placed over a distance of 4½ miles they had a successful clash with lorry-borne Japanese at Nankan railway station; and on March 14, when bivouacked on an island in the Irrawaddy, just south of Tigyaing, they had another brush with the enemy. Still they pushed on till at Pargo they received orders to disperse into parties and return to India.

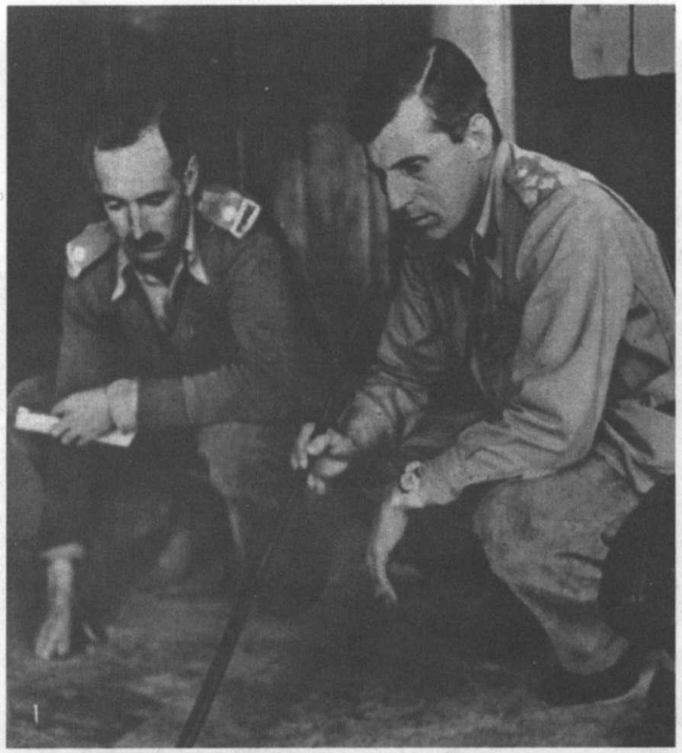
"The Japanese," Lieut. Jeffrey Lockett told Marsland Gander, The Daily Telegraph correspondent in New Delhi, "were now straining every effort to close in on us, and we moved with the utmost caution, hitting back hard by ambushing one of their platoons. Rations were dropped from the air for the last time. For the rest of the time, relentlessly pursued by the Japanese, we existed on rice, fruit, tomatoes, a few coconuts, eggs and chickens. Once we shot a water-buffalo, and we also ate our mules. We delayed the enemy by constantly planting booby traps on the trail."

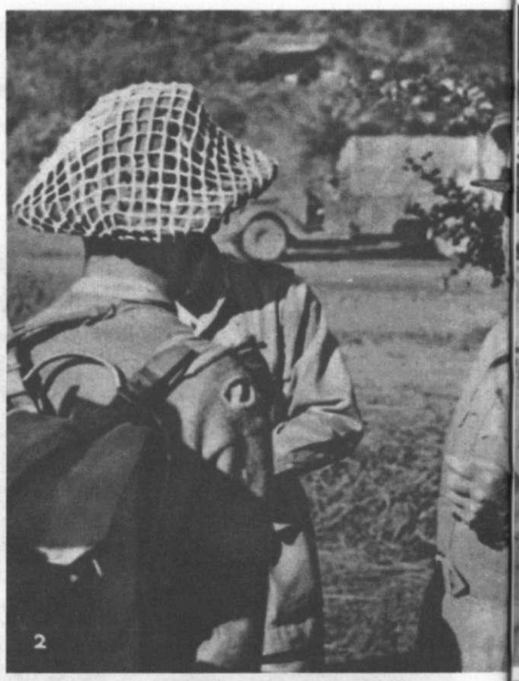
On April 15, weak, almost exhausted, but in jubilant spirits, they made contact with Indian soldiers and knew they were home. "I had been imagining all the wonderful things I would eat and drink," said Lt. Lockett, "but found, in fact, that I could eat nothing of civilized fare and drink only a quarter of a bottle of beer."

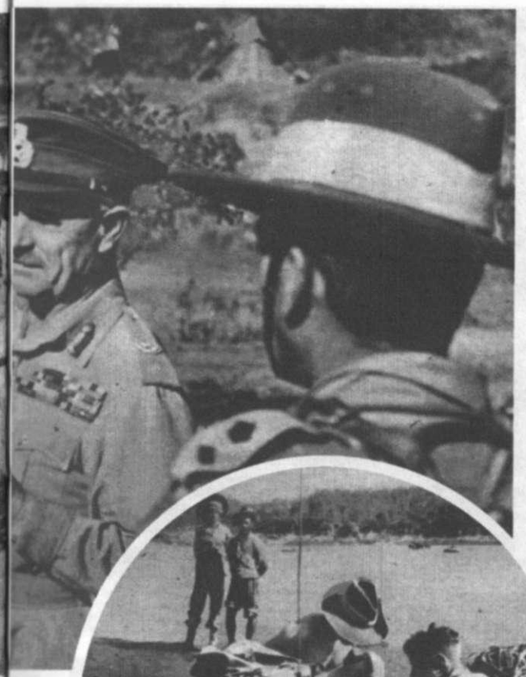
Photo, British Official: Crown Copyright

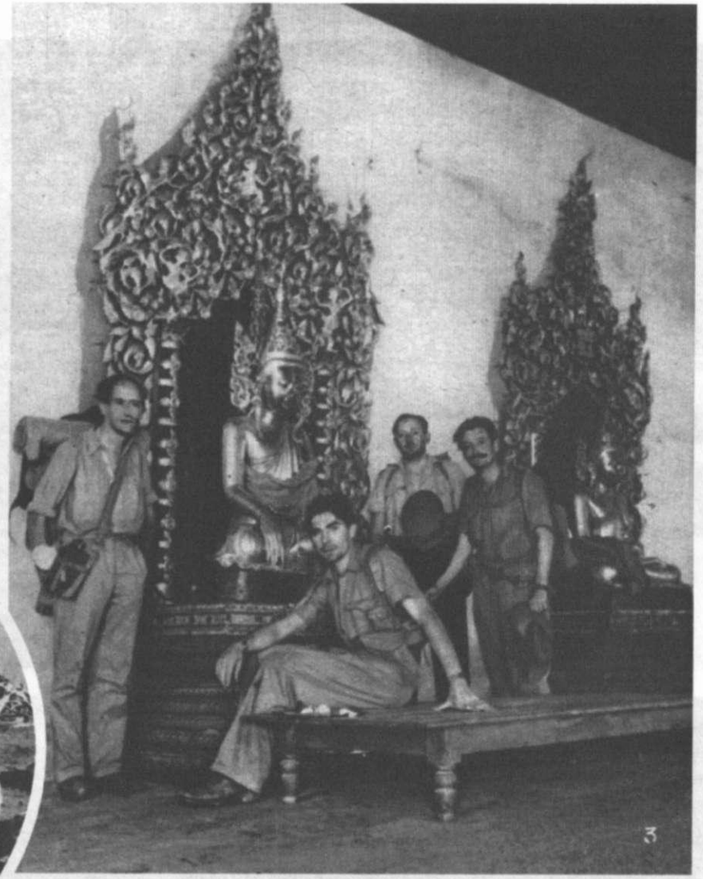
Wingate, Captain of the 'Chindits

The man whom the Burmese villagers know as " Lord Protector of the Pagodas " is a 38-year-old professional soldier who combines the dreamer, almost the mystic, with the man of action. Brigadier Orde Charles Wingate saw service in Palestine in 1937, and was one of the little band of British officers who stirred up the Abyssinian revolt in 1941. His most recent exploit is the leadership of a force of British, Indian, and Burmese troops—called Chindits after the griffin-like figures placed on guard outside Burmese temples—in a three-months' raid behind the Japanese lines in Burma.









First Photographs of the Jungle Commando

It was in the early part of this year that the Chindits set out on their 200-mile-deep penetration of the Japanese positions in Burma. 1, The Chief Chindit, Brigadier Wingate (right), making his final plans. 2, Field-Marshal Sir Archibald Wavell, who was largely responsible for the expedition, inspects the men just before they cross the frontier from Assam into Burma. 3, Chindits rest in a Buddhist temple, the first of many passed in their long and dangerous expedition.

Photos, British Official : Indian Official ; Crown Copyright

Behind the Japanese Lines in Burma

On and on the Chindits raided, hunted by a much more numerous enemy, but, such was their new-found jungle-craft, evading them or beating off their attacks. The country they passed through was difficult in the extreme. 4, Crossing a stream in rubber floats they took with them. 5, Passage of the Chindwin river; note elephant transport (left). 6. The sole means of communication between the raiding columns and their base was radio, operated by R.A.F. signal sections.

New Road Links India and Burma

Photos, British Official : Indian Official ; Crown Copyright

Before the War land communications between Assam and Burma were none too satisfactory, since athwart the frontier lies a great mass of jungle-covered mountains. But military necessity admits no insurmountable obstacle. Top photo, a convoy of Jeeps passing along a two-way motor-road which our Army engineers have built in less than six months : a whole division of troops, equipped with bulldozers and other up-to-date machinery, was used for digging the track, uprooting trees and blasting rocks. Bottom, troops with supply mules crossing one of the many jungle streams on the route.

VIEWS & REVIEWS

Of Vital War Books

by Hamilton Fyfe

The Line That Hitler Built

MOST people would dismiss Burns's couplet about the "best-laid schemes of mice and men ganging aft agley" as a commonplace. "Everybody knows that," they would say contemptuously. Yet how few bear it in mind!

The Maginot Line was a grand scheme. The French believed it guaranteed them against invasion. They sat behind it, foolishly confident, for eight months after war began. Then they found it had "gone agley."

Hitler's Westwall is an even more elaborate affair. It is better "laid" than the Maginot Line. In his book What about Germany? (Hodder & Stoughton, 12s. 6d.), Mr. Louis P. Lochner gives a detailed description of it. He saw it from end to end in 1939. It was then 375 miles in length, all on German soil. Now it is a good deal longer; it extends deep into France and far into Holland.

Hitler is said to have put on the table, when he was explaining it to some General Staff officers, a large china plate and a small copper coin. "Which is the harder to hit, gentlemen?" he asked them. That, Mr. Lochner tells us, illustrates one of the basic differences in the French and German fortifications.

The Maginot Line was made of one piece, so to speak. It was one gigantic, continuous and interconnected system. Hitler decided to lay out his Westwall in the form of innumerable smaller units, of which one or other might be captured or destroyed without endangering the rest. Just as the modern steamer has its hold subdivided into bulkheads that are each watertight, thereby permitting of damage to one without danger to the next, so the Siegfried Line has its various sections, interconnected, but constructed independently of each other.

At strategic points there are steel-plated fortresses which left on Mr. Lochner a most unpleasant impression. There were turrets to spit forth liquid fire, other turrets with heavy machine-guns. He saw "periscopes, electric kitchens, shower-baths, radio sets, complete telephone plants, air purification machinery, bunks for officers and men—all in the bowels of the earth." Usually these vast subterranean fortifications are built into huge mountain sides.

From each end of long corridors machine-guns ominously peered at us. The officers guiding us claimed that if "by miracle" an enemy should get in through some steel door machine-guns would finish him. Even if they failed, the enemy would probably get no further. All the German soldier needs to do is to push a button whereupon a trap-door opens and the enemy drops into a dark hole.

It sounds terrible, and the whole system of defences is 35 miles in depth, with four lines arranged to keep out tanks and infantry, and to escape hits from guns on the ground and bombs from the air. The cost was enormous. "In order to construct the Westwall Hitler literally stopped the nation's business and diverted the energies of 80 million people." But does any sane German military leader imagine the United Nations will be so mad as to attack either the Siegfried or the Maginot Line (which is now manned by Nazis)? There are other ways of getting into Germany than those which lead from France and Holland and Belgium. The Westwall scheme will be found to have "gone agley," like its counterpart in France.

MR. LOCHNER was astonished and rather shocked, when he was on the frontier between France and Germany, to see that, while the German Army was "forever kept in fit condition and taught offensive tactics," the French "apparently settled down to a winter of card-playing, reading and chatting inside its fortifications." They did not seem to care what was happening only a short distance from them. A group of journalists with a German general, several colonels and other officers, stood on a hill only 250 yards from a French post: not a shot was fired at them. The general, who had broad red lapels to his coat and red stripes to his trousers, said he had been there the day before, watching the French through field-glasses, and nothing had happened.

Even worse was the liberty accorded to the Germans in September 1939 to clear out of Saarbrücken and take with them thousands of car-loads of most valuable machinery and war material. As many as 200 railway wagons were moving in and out daily. "We saw big trucks, loaded to the top, leaving across a bridge which the French might easily have destroyed. Yet not a shot had been fired at the city." Mr. Lochner does not explain this inactivity. It was due to the anxiety of the French leaders to avoid reprisals. That has been clearly established by other witnesses.

From his shrewd observations on several German fronts as a war correspondent Mr. Lochner draws some very useful lessons. One is the necessity of brainwork in the smallest details of campaigning. The Germans, for instance, always use one type of car on any road by which the army is advancing into enemy country. This means that only one sort of "spares" need be carried, only one type of tire, only mechanics who have specialized on the car used and probably worked in the factories where it is made.

The problem of road repair is tackled with the same care. All cars in eastern and south-eastern Europe, where the highways are soon broken up, carry a load of thin logs for "corduroying" bad places (that is not new; we did it in France last time), and the troops also use steel "mattresses" for covering morasses in places where roads would otherwise be impassable. But for moving both men and materials the enemy relies mainly on rail transport, the author says. He has therefore been glad to notice a growing realization in the United States that:

One of the most important tasks for the United Nations' air forces to perform is that of interfering with enemy railway communication. It is of great military importance to wreck plants that manufacture goods, parts and materials for war use. But isn't it putting the cart before the horse to do this first and leave the railways for later attention? If transportation is wrecked first, finished goods cannot reach their destination.

So, when we hear or read that a dozen locomotives or several freight trains have been bombed, as we do frequently now, we can consider that "a hit, a palpable hit" has been scored. The railway is a vital artery. With the railways tied up, generals would be helpless, no matter how magnificent their strategic plans might be.

One trick of German bombing is mentioned that I have not heard of before. When Nazi airmen bomb roads with troops or refugees on them, they aim at the sides, not at the road itself. This has two advantages. One is that the road is not made useless for their advancing columns. The other is that "the natural tendency, when enemy bombers heave into sight, is to get off the roads and seek shelter in the ditches."

THERE is a great deal in the book about life in Berlin as well as in the battle areas. I have read nowhere a more convincing account of Hitler's personality—that of a very skilful actor as well as a fanatic believing he is inspired and his country destined through him to enjoy world domination for a thousand years. But it is the war part that concerns us most in these pages; and there is no more heartening statement by this able and experienced newspaperman than that which he makes about the method that secured the German successes in 1940 and 1941.

No time is given for rest. The army keeps hammering away without pause in the hope that the enemy will crack up because of battered nerves.

We have adopted that method, the method of all great commanders since the earliest times. We have played the Germans' own game, and beaten them at it. "No time was given them for rest" in Tunisia. They *did* crack up because of their exhausted nerves.

HITLER'S SIEGFRIED LINE, as the Westwall is sometimes called, was visited by the author of What About Germany? reviewed in this page. Accompanied by staff officers, the Fuehrer is here shown leaving the camouflaged entrance to a subterranean fort during a tour of the Westwall in May, 1939. *Photo, New York Times Photos*

Souvenirs from the Battlefield May Save Lives

On both sides of the war fronts there is an understandably intense anxiety to find out as soon as may be the details of any new weapon or article of military equipment used by the enemy. In this article ALEXANDER DILKE shows that this curiosity has a practical basis.

DURING one of the innumerable air battles fought off and over the North African coast a German plane was brought down close to the shore; and as it sank its crew climbed into a rubber dinghy and made for the beach. A "reception committee" was waiting to take them prisoners; but there soon appeared on the scene an R.A.F. officer who was more interested in the plane than in the prisoners. He wanted some "souvenirs" from it; and, taking the rubber dinghy the German crew had used, he paddled out to the plane.

Looking down fifteen feet through the clear water, he could see it. Blocking the air-pipe of his gas-mask and using it as a diving helmet, he went down, got a grip on the cockpit, and had a look. What he saw evidently only increased his determination to secure souvenirs. Returning to the shore, he borrowed a shallow water diving-suit from a naval unit; and, weighting himself with pieces of heavy iron, managed to make a series of dives long enough to get the equipment he wanted from the sunken plane, bringing it ashore in the dinghy.

Just what that equipment was and where the incident took place must remain secret. But the "souvenirs" obtained by this officer, one of many in the R.A.F. whose duty is to inspect every enemy machine brought down, were probably the means of saving the lives of many British pilots at a later date. Experts carefully examined his find, discovered its purpose, and issued guidance on tactics based on their deduction from it.

After every battle in the air or on land, "souvenirs" are deliberately collected for examination by experts, so that the most exact information may be available for our own men about enemy equipment Where it is known that the enemy is using new equipment—a new tank, mine, or gun—extreme efforts may be made to capture one intact, so that tactics can be altered to minimize the damage it does. The determination and courage of intelligence officers in obtaining information about the Afrika Korps' new weapons contributed to the succession of defeats inflicted upon them.

As an example, not long ago it was believed that the Germans were using a new 75-mm. gun, and instructions were given to get one undamaged as early as possible. A British unit saw one of the guns, attempting to take up a new position, fall a victim to one of the Germans' own mines. They found the gun abandoned in the middle of the minefield, with one wheel blown off. Without hesitation, they began to lift mines to clear a path to it, temporarily patched up the wheel, and pulled it out for handing over to experts for examination. Within a short time new instructions, based upon examination of the gun and estimation of its possibilities and limitations, were being issued.

In an effort to hinder the enemy, both sides are constantly producing variations of anti-tank and anti-personnel mines. Securing a specimen of a new mine and "broadcasting" instructions about it, may save dozens of lives and hours of valuable time. The work is, of course, dangerous—comparable, indeed, to the remarkable efforts of the Mine Experimental Department of the Royal Navy in securing specimens of the magnetic mine, the full story of which has just been told. (See page 779, vol. 6.)

Given a specimen of a new weapon, scientists and ordnance experts can soon lay bare its secrets and tactical specialists deduce the ways in which it may be used. Knowledge of the radius of fire, "blind spots" and "soft spots" of a new tank, for instance, may enable new tactics to be developed in meeting it; and so hundreds of valuable lives may be saved which would have been lost if these facts had had to be found out "the hard way" in battle.

ENEMY SECRETS are sometimes laid bare when aeronautical experts hold post-mortems on captured aircraft. Here is an ingenious apparatus found in a rubber dinghy from a German bomber which had crashed into the sea. It comprises kite, aerial and transmitting set used for sending out S O S signals.
Photo, Topical Press

Both sides have made special efforts to capture intact specimens of new tank types as soon as they have made their appearance. The British have been very successful in this. The German Mark VI tank (Tiger) was not the surprise that was generally supposed. British intelligence officers had obtained exact information about it weeks before it was used in strength in the North African battles. Defences and tactics were altered to meet its expected appearance. The result was that, instead of being the decisive weapon expected by the Germans, it attained only local successes of limited importance, and did not stop the drive on Bizerta and Tunis.

THE "classic" story of intelligence regarding German tanks goes back to the first appearance of the German Mark IVs in the Western Desert, and was revealed when Major David Evans was awarded the George Medal for rescuing a tank from a burning liner at Suez. The tank was the first specimen of the Mark IV captured intact, and it was brought back from the front for shipment to Britain under immense difficulties. The tank, travelling under its own power with a British crew, was attacked several times by German aircraft on its way back—whether because the Germans recognized it and so made every effort to prevent it reaching our experts, or bombed it simply because it was a tank behind our lines.

The tank was put aboard a homeward-bound ship. During an air raid the ship was fired and the tank was in danger of complete destruction, when Major Evans went aboard and finally rescued the "souvenir" when it was nearly red hot. Examination of this tank by our experts resulted in considerable modification of our armour and defences.

Every new article captured from the enemy is minutely examined. If it does not yield information of direct military value, it may provide tips for our own designers and manufacturers who are not above learning from the enemy if he has something better.

IT may also be of value to our economic warfare experts in revealing shortages of certain materials in Germany. Thus through the long chain of intelligence a "souvenir" captured in the desert may lead to an R.A.F. raid on a new objective "recommended" by economic warfare experts. The proportion of cotton and wool in enemy uniforms, the use of certain alloys in aircraft, even the packings used for rations, may indicate where the enemy is feeling the pinch. Only a short time ago, Lord Selborne revealed that minute examination of a shot-down German bomber had shown it was built completely without the aid of nickel, so that its metallic parts had a tensile strength of 10 per cent less than previous types. The fact that British experts have repaired crashed German aircraft and flown them to discover their tactical possibilities is well known.

Intelligence does not, of course, work only on captured material. In one battle in North Africa, it was asked: "Who was the fool standing up in the middle of the battle making notes?" The "fool" was an intelligence officer studying the rate of fire and manuoevrability of a new German gun.

The enemy, of course, is equally anxious to capture "souvenirs" from us for the same purpose. For that reason full descriptions of new pieces of equipment have to be kept secret even after it is well known to the public that they are in use. For instance, it was not until long after Mosquito bombers had come into use that any details about speed, armament, bomb load, etc., were published. The Germans had shot down a certain number, but there was no certainty that they had been able to probe their secrets. How much they wanted a Mosquito more or less intact was shown by the efforts they made to salvage one of the bombers that came down in a lake after the raid on Oslo last September.

The official silence on the technical details of our new weapons until it is certain beyond question that the Germans have specimens is due not to obstinacy but to the desire to make the Germans find out about them "the hard way." If one of our intelligence officers making an examination at great risk under fire can save hundreds of lives by learning the enemy's technical secrets, any man or woman working in a war factory or simply seeing something on the road can endanger an equal number of lives by gossiping about it so that the enemy learns "the easy way."

Americans Triumph Over the Japs in Attu

ATTU, westernmost of the Aleutian Isles, 196 miles W. of Kiska (another Aleutian island occupied by the Japanese in 1942), was the scene of a landing by American forces on May 11, 1943.

"In spite of their numerical inferiority, our men put up fierce resistance," declared Tokyo. By May 18 American troops had gained possession of a ridge at the end of the island—the enemy's main defence position. U.S. troops, landing at Massacre Bay, advanced N. and joined their comrades who had likewise landed in the Holtz Bay area. The Japs withdrew towards Chichagof harbour, where they established positions. The battle of Attu then entered its final phase, the enemy having been split up into three groups.

Right, U.S. infantry firing at Japanese from behind improvized cover. Below, map showing position of vital Attu areas, and points at which the Americans landed. Attu is the largest of the group of Aleutian islands given the name of Near because of their proximity to Kamchatka. See also map on page 10.

JAP FORCES IN ATTU were relentlessly pressed back against the N.E. extremity of the island. On May 25 Col. Knox, Secretary of the U.S. Navy, stated that the enemy was being "corralled." Jap pockets of resistance were being mopped-up by the Americans. After 19 days of hard fighting in severe weather conditions, victory was assured for our Ally, the whole island subsequently falling into her hands. The way was thus paved for landings on Kiska, and ultimately for a drive that would follow the island-chain towards Japan itself.

Kiska was heavily raided by U.S. aircraft as Jap resistance came to an end on Attu, enemy bases being vigorously bombarded. On June 3 a U.S. Navy communiqué announced that 1,791 Japanese were killed in the Attu fighting.

Above, American tank rumbles through the snow at an advanced base in the Aleutians. Left, U.S. troops disembark from landing-barges on to the beach at Massacre Bay.

Map by courtesy of The Times; photos, Planet News, Keystone, Associated Press

THE WAR IN THE AIR

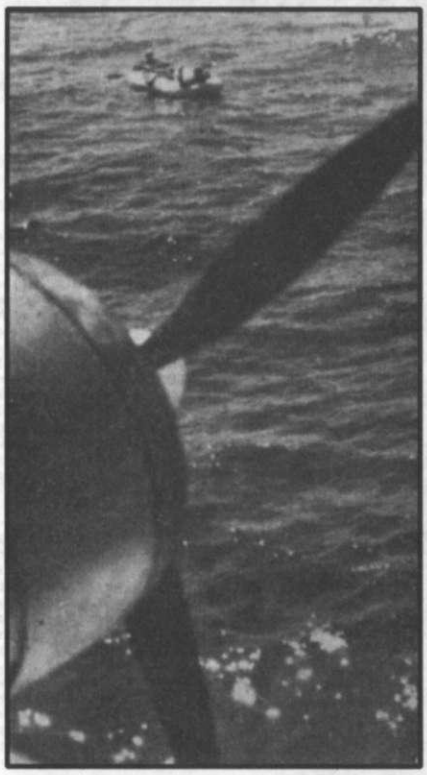
by Capt. Norman Macmillan, M.C., A.F.C.

PERHAPS the most salutary lesson of this war is that air power is amphibious. It is almost revolutionary. As with all revolutions there were those who believed in the new ideas before they were proven, while others denied their likelihood. We have seen a tremendous growth in the power of the air weapon over armies in the field, and when employed against industrial targets which constitute the latent war potential of a nation. We have seen an increasing use of air power against ports, dockyards, in the laying of mines, and in direct attacks against enemy shipping and warships. In the essentially maritime division of air operations now lies most opportunity for development. The implications of air supremacy over the oceans are so immense as to leave no room for doubt that air power over the sea will have a momentous influence on the outcome of the war and bear largely upon the future status of nations in world affairs.

There is wisdom in looking back for a moment or two upon the course air-sea war has so far taken.

The very first R.A.F. raid was made against German warships in Wilhelmshaven Roads and at the Brunsbüttel end of the Kiel Canal. In Norway our land and sea operations could not be covered by adequate fighter protection, and against the enemy's superiority in air power we had to withdraw. The same applied in Crete. It happened again in the Far East when we lost Malaya, and the Prince of Wales and the Repulse were sunk by air attack.

Here let us turn to the report of the sub-committee of the Committee of Imperial Defence on the Vulnerability of Capital Ships to Air Attack, signed on July 30, 1936, from which I take the following:



SUNDERLAND FLYING-BOAT of the Coastal Command recently picked up two survivors of a Liberator which had crashed in the Bay of Biscay after being attacked by five Junkers. Survivors approaching the Sunderland in a dinghy.
Photo, British Official: Crown Copyright

> It has been argued that the functions of the capital ship can at least equally well be carried out by aircraft . . . since if the enemy possesses battleships they will be destroyed by our own air forces, properly distributed in advance to deal with such a situation. We do not consider that the conditions prevailing today or likely to prevail in the near future justify these opinions, nor do we consider that there is sufficient evidence to affirm that aircraft can perform the role of our own capital ships by holding in check, and if possible destroying, enemy capital ships.

The war provides sufficient evidence to modify some of the findings of that sub-committee, and clear up many of the doubts expressed in their report.

The air-sea battles of the Coral Sea and Midway Island saved Australia and Hawaii from invasion. Those were true air-sea operations, with two opposing fleets, accompanied by aircraft-carriers, meeting for the first time in history. The air decided the issue in each case; and the ships' guns had to fight, not the guns of other ships, but the bombs and torpedoes of aircraft. The actions were fought outside the range of interchange gunfire.

AIR Support Essential for Ocean-going Fleets

It has been usual for large-scale air-sea operations to take place during daylight hours. It does not follow that this will always be the case, but when it is so it is probable that fighter aircraft will provide the most efficacious defence against attacking torpedo and bomber aircraft.

The lessons of the Coral Sea and Midway Island actions are that fleets steaming out of range of shore-based fighter protection must possess their own fighter protection in sufficient strength to combat the air attacks of the enemy's carrier-borne aircraft, and at the same time have sufficient torpedo-bomber-reconnaissance aircraft to damage or destroy the enemy's ships, especially his aircraft-carriers, capital ships, and submarines.

Experience in the war against the submarine shows, too, the necessity for close air protection at all times. The increased range of the modern ocean-going submarine left a blank spot in mid-ocean which was outside the cover-range of shore-based aircraft, and over such areas convoy escorts must be able to provide their own anti-submarine air umbrellas.

THE R.A.F. catafighter unit, which provided fighter aircraft to be catapulted from merchant ships (see illus. p. 11), was able to give material assistance against air attack, and did valuable work during passages to North Russia in protecting the convoys from the shore-based German aircraft operating from high-latitude Norway. But this method of air operation at sea does not meet the threat of submarine warfare, except by driving off enemy reconnaissance aircraft which might otherwise put submarines in the path of the moving ships.

The destruction of submarines demands the employment of depth charges, for which fighter aircraft are unsuitable. Small escort carriers carry torpedo-bomber-reconnaissance aircraft for that purpose, and the slow, short-range Swordfish is a good sub-hunter. In the Great War of 1914–18 the convoy system ended the submarine menace. In this war it is the air-protected convoy system which is bringing that about. (See illus. p. 42.)

British sea-borne air power was assigned to the Royal Navy by Mr. Neville Chamberlain in 1938, and in that year of taking over

AIR CHIEF MARSHAL SIR H. DOWDING commanded fighter pilots in Battle of Britain, 1940. On June 2, 1943 it was announced that he had been created a Baron.
Photo, Topical Press

full control of the Fleet Air Arm, naval experts prophesied that the future navy would operate one-third of its strength on the surface, one-third submerged, and one-third in flight. Hitherto one weakness of Britain's air-sea power has been lack of carriers. We have lost five—the Courageous, Glorious, Ark Royal, Eagle, and Hermes. Without sufficient carriers, air power cannot always be placed where sea power wants it to be.

NOW that there is sufficient evidence from which to draw conclusions, it is certain that even the most conservative naval opinion will no longer withhold from the air its place and its power in sea operations.

But there is a real danger that conservative naval opinion still wants to devour part of the separate third Service, the R.A.F., subordinate it to its own needs, and give the remainder to the Army.

But the admirable dovetailing of the air operations in North Africa with those of the land forces, and the fine work of Coastal Command with the Navy, show that the air can cooperate with land or sea as efficiently as the two older Services have in the past joined forces in combined operations.

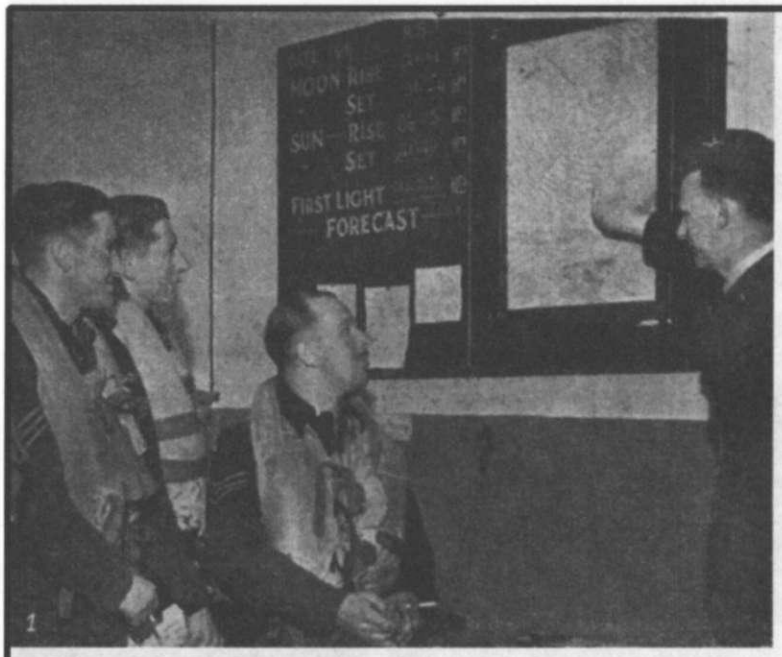
We have travelled a long way from the time when the sub-committee to which I have referred issued its report. And Mr. Churchill, who, almost as soon as he became Prime Minister, turned the Coastal Command over to the operational control of the Admiralty, appears to be satisfied with the present allocation of British air power, for in his speech to the United States Congress on May 19, 1943, he said:

> Opinion . . . is divided as to whether the use of air power could by itself bring about the collapse in Germany and Italy. The experiment is well worth trying so long as other measures are not excluded.

Air Chief Marshals Harris and Tedder are trying the experiment. If they succeed, even in "softening" these two enemies, theirs are the British elements which will assuredly be the principal factors in bringing Japan also to account for her crimes.

THE British effort in the war is not helped by the maintenance of the pre-war naval feud against the R.A.F. In any case, I believe this reactionary outlook represents a minority view today. The Air Branch of the Royal Navy and its enthusiastic officers and men have a full-time job ahead of them in developing the Fleet Air Arm into its full proportion of specialized air power for intrinsically naval purposes. And the R.A.F. has done too well to be politically assailed. But for the fact that the R.A.F. was a separate Service we might have lost the Battle of Britain, and the war.

They've Made a Fine Art of Night 'Intrusion'



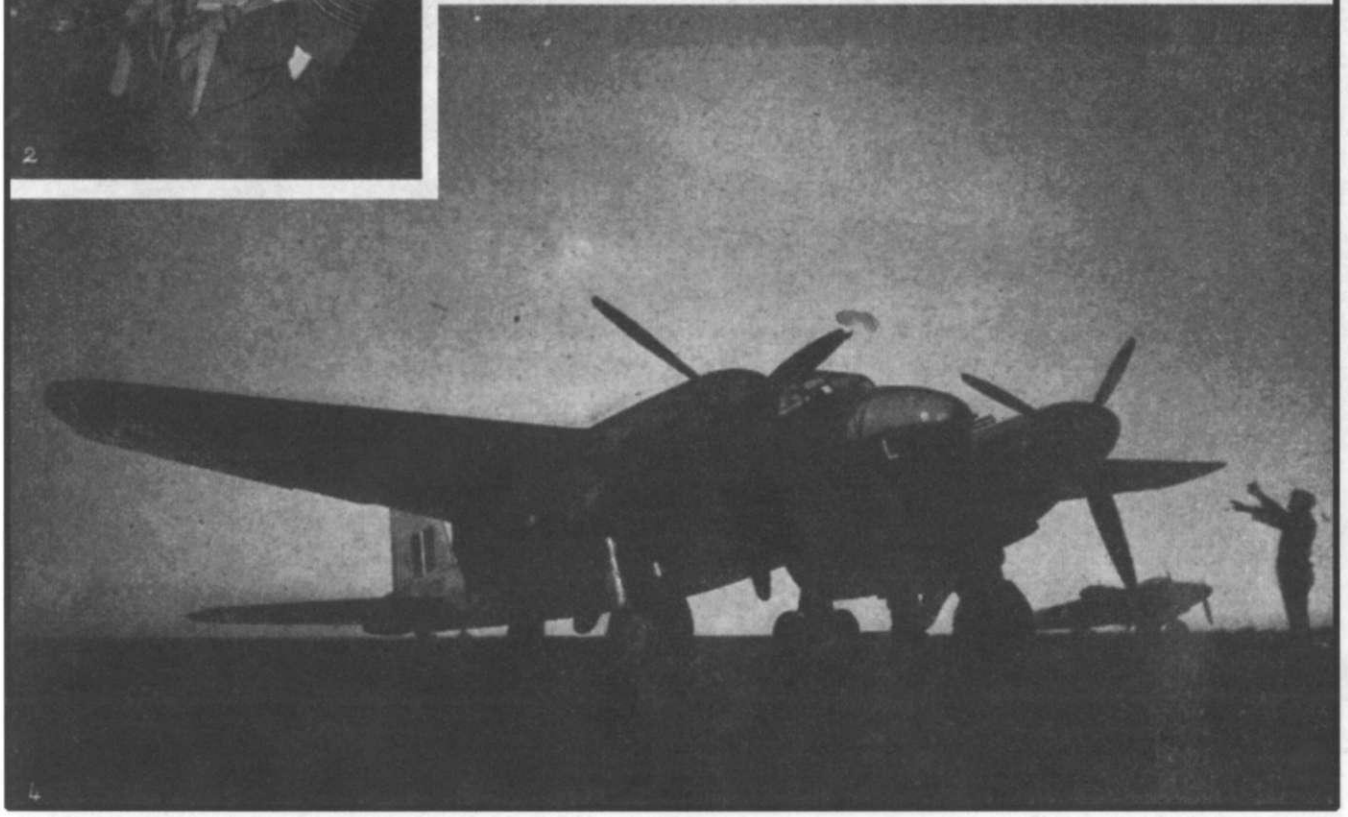
1

2

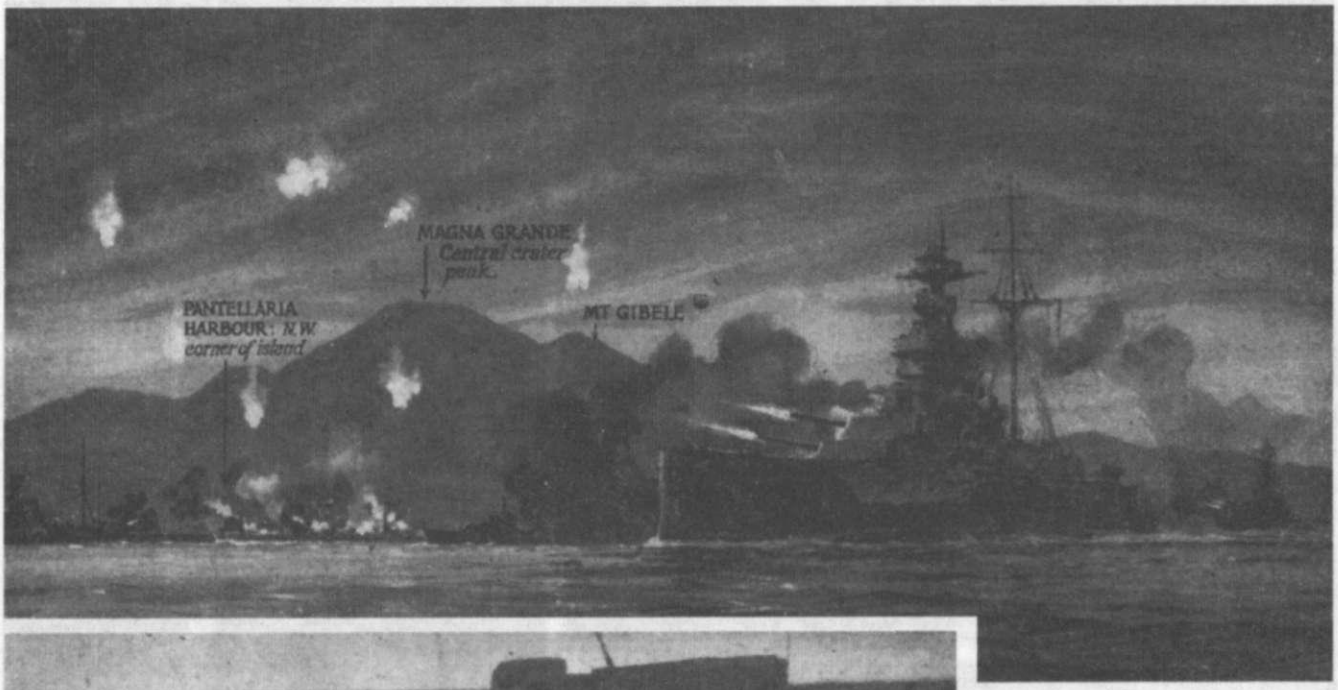
R.A.F. INTRUDER SQUADRONS, equipped with Mosquito aircraft, have scored innumerable successes in Germany and the occupied countries. Airfields, goods trains, barges and road transport have been repeatedly shot up, and enemy planes intercepted on their return from attacks on Britain. These photographs were taken at an Intruder station when operations were in progress. 1, Meteorological Officer gives this crew a last-minute weather report. 2, Wing-Cmdr. C. D. Tomalin, O.C. an Intruder Squadron. 3, Pilots compare notes as they wait beside their planes on a clear moonlit night. 4, About to take off for an important raid.

Photos, Planet News, The Times

3


4

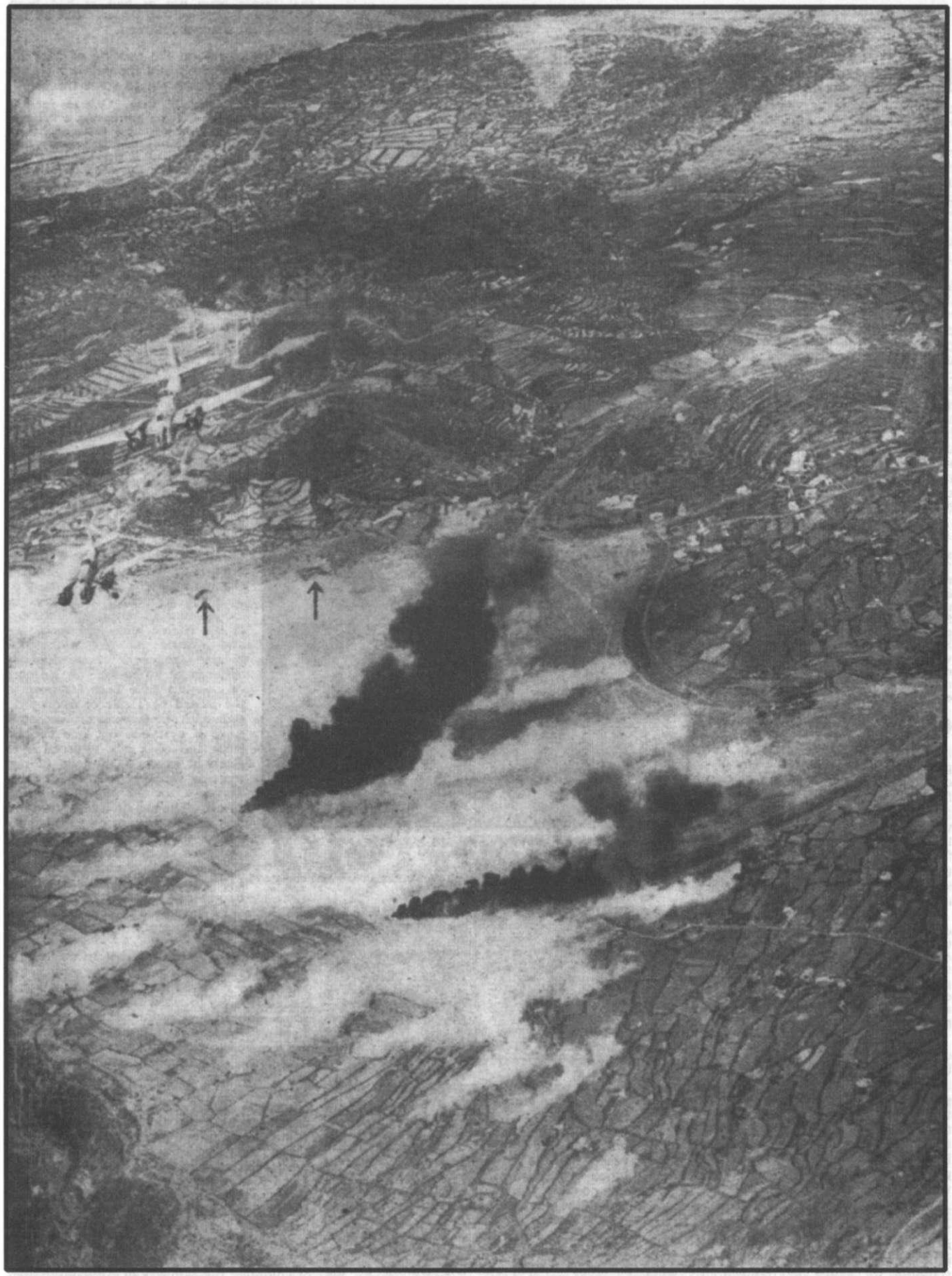
Mussolini Boasted This Was Another Malta



PANTELLERIA—Italy's island stronghold—was at one time the base for enemy fighters and bombers, submarines and surface craft which attacked our Mediterranean convoys. Now the tables have been turned. In addition to being repeatedly bombed, the island received a devastating naval assault on May 15, 1943; the above drawing gives a vivid impression of this 20-minute bombardment. It was reported that as a result of this and subsequent naval and air poundings, the island was "out of commission" and its airfield wrecked (see photo opposite page). Left, part of the rocky coastline. Below, the harbour from the air.

Drawing by courtesy of The Sphere; Left-hand photo, Keystone

Pantelleria's Only Airfield Blasted by Bombs



MUSSOLINI'S ISLAND-FORTRESS in the Sicilian Straits, the little island of Pantelleria, has an area of only 31 sq. miles. But it occupies a key position in the Mediterranean, and so day after day the Allied air forces and the Royal Navy have been punishing its much-vaunted defences. Here is Pantelleria's only airfield during an attack by S.A.A.F. Baltimore bombers. Clouds of black smoke indicate two oil fires. Arrows show entrances to underground hangars and workshops at the far end of the airfield.

Photo, British Official : Crown Copyright

THE HOME FRONT

by E. Royston Pike

LOOKED at from beneath a bishop's mitre Britain is in a very bad way. "Bishops deplore wartime morals" ran a headline in The Daily Telegraph of May 27; and the report that followed, of a meeting of the Upper House of Convocation of Canterbury, contained many a fine example of episcopal fault-finding. The bishops were discussing a resolution noting with deep concern a widespread decay of truthful speaking. The increasing disregard of truth, said the Bishop of Birmingham, Dr. E. W. Barnes, can be observed throughout the community; and, taken with the "concurrent increase in theft and a growth of sexual licence," it is among those signs of degeneration "which shows itself among large sections of our people in lower standards of personal hygiene and self-discipline." The ultimate cause of this degeneration is war, the present conflict which is reinforcing the social disorder of twenty-five years ago. Family disruption exists on a scale unparalleled in our national history. The worst stocks of the community are now earning high money, and there are cases where this has been wasted on stupid luxuries. "I have heard of people buying mushrooms at 10s. a pound."

But not only the war is to blame. "You cannot expect cleanliness, truth and honesty," went on Bishop Barnes, "from people brought up in houses which are damp, verminous, and without sanitary decency. There must be a million such houses in this country. Sexual morality fails when there is deplorable overcrowding in filthy houses. For fifty years after the present war we shall be struggling to regain the moral and social level which our people reached at the end of the Victorian era . . ."

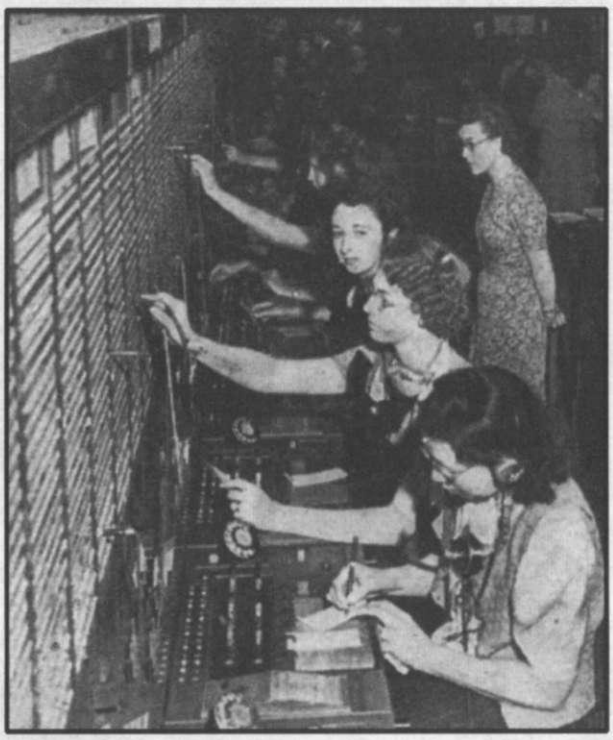
OPINIONS may, indeed will, differ over this encomium on the moral and social standards of our grandparents; behind the heavily-curtained windows of the Victorian façades there were many disreputable goings-on from which the bishops of the time found it expedient to avert their gaze, that the historians have found it just as well not to mention. Still more provocative were some sentences that fell from the lips of the next speaker.

After an outburst, "I wish to God that if we cleared bugs out of houses then everyone would tell the truth," Dr. Chavasse, Bishop of Rochester, continued: "We are on the verge of something like a sex war. Decent young women are beginning to say that it is unsafe to go out with eleven out of twelve young men; and young men are tending to look upon young women as potential prostitutes."

Mathematics and morals have little in common; and some will ask, How does the bishop *know?* That the war has brought a change in the moral code and practice of great numbers of men and women herded together in uncomfortable quarters, far from their homes and friends and usual ways, is too obvious to need stressing; but it may be doubted whether there is any such sexual promiscuity as would deserve the bishops' wholesale censure.

NEW manners and morals, new complaints—physical ones this time. "Queue feet" is the latest of the ills to which the flesh is heir in wartime: victims say that they got it by standing for hours in tremendously long queues outside the food offices, waiting for their new ration books. Last year the new ration books were delivered by post; but this year the economy-minded gentlemen in Whitehall thought that a wonderful lot of time, trouble and expense might be saved if new identity cards, clothing coupons for the next period, and the new ration books should be issued all in one go.

In theory the scheme was excellent, but in practice it broke down into a colossal muddle. The newspapers' mailbags were filled with letters from readers complaining not only of the long waits outside the food offices selected as centres, but still more because of such instances of official blindness as the requirement that villagers should travel ten or twelve miles to the food office in the nearest town—often on foot, since in the fourth year of war bus services not only cost money but are few and far between, and practically every private car is laid up in the garage for duration.



WOMEN PHONE OPERATORS, as stated in page 63, are wanted by the thousand within the next 12 months to fill the gaps made by marriage, the call-up, etc. This photo shows girls at a main switchboard of the London Trunk Telephone Exchange.
Photo, Keystone

What with the queues and the difficulties in travelling, a great number of war workers lost a day's pay—and the country lost their day's work. Then at the outset the alphabetical arrangement was strictly adhered to, so that if a householder whose name begins with B, has living with him his mother-in-law Mrs. D— and a married daughter Mrs. F— and perhaps a lodger Mr. L— (not to mention two evacuated children from London whose names begin with S and W), he would have to go or send to the food office as many times as there are surnames in the household.

GREAT and growing was the uproar following the launching of the scheme in the middle of May. Outside every food office there were long queues. People stood for hours on end. Some fainted and gave useful practice to the first-aid squads. Many went home in disgust. Some waited so long for the coming year's ration books that they found the shops closed when they went to get the rations for today. From a thousand directions the Ministry of Food was shot at, although in truth the Registrar-General, Sir Sylvanus Vivian, and Dr. Dalton of the Board of Trade, shared the responsibility with Lord Woolton. On May 25 Mr. Mabane, Parliamentary Secretary to the Ministry of Food, made a tour of a number of centres in London and Surrey; he reported that things were not as bad as had been feared, and were getting better. But all the same, swift changes followed.

BROADCASTING on the evening of May 28, Lord Woolton told the public: "I am sorry you are being put to some trouble."

He explained that this time, "We are not just issuing ration books; we are having a national check-up"; and he admitted that, aiming at perfection in the matter of national security, they had over-centralized it. "It was too tight, and we have had to loosen it. But don't let us waste time bothering who was to blame. There are 43,000,000 books and cards to be delivered to people who have a right to them, and to no one else, before July 25." Then he gave a pat on the back to the food executive officers and to the local authorities—he was particularly grateful to the school authorities and the children in the Highlands, where every child had become an agent covering the most remote spots—and wound up by announcing certain concessions. "If there are several families in one house with different surnames, don't all go," he said; "let one member of the family do the job for the rest—and remember to go on the call-up of the last letter." Local authorities were authorized to open sub-offices, particularly in rural districts; the ever-useful Women's Voluntary Service was called in to assist; and a system of block distribution of ration books in factories, etc., was authorized.

BELIEVE it or not, women are not "borrowing" clothing coupons from their menfolk. No doubt some husbands have been stripped of their coupons by their wives, says the Board of Trade, but the reverse must have happened too. During the first rationing year men spent 68 coupons, women 70; during the second year, however, up to the end of last March, men had spent 46½ and women 50. All along, the biggest "spenders" have been the children of 14 to 16. A number of coupons have been returned to the Board of Trade or destroyed; such patriotic gestures are welcome, since if everyone cut one coupon from the book and returned it or threw it away, 5,000 tons of raw material would be released for other purposes, or its transport space saved. The ban on trouser turn-ups and certain pockets on suits has resulted, we are told, in five million yards of cloth being released for the war effort. Another interesting fact is that each set of R.A.F. parachutes and harness takes up the silk that might have been used in making 130 pairs of ladies' stockings.

ALL the signs go to show that we are going to have a bumper harvest, but ten pairs of hands are required to reap what one pair has sown. So to assist the men and women whose job is agriculture and the Women's Land Army, tens of thousands of volunteers are required to work for four days or a week, a week-end, or a number of summer evenings on the country's farms. In every county an organizer has been appointed, whose name and address can be obtained from the announcements in the newspapers or the Ministry of Agriculture in London. All over the country Agricultural Volunteer Camps have been established, as well as Voluntary Land Clubs for small groups of helpers. Some schools are organizing harvest camps; the National Union of Students is doing the same, and the Youth Organizations. To a town-dweller work in the country must prove a welcome change, but it is *work*. The sort of volunteer the Ministry of Agriculture does *not* want is the man who asks: "Can you put me on to a comfortable farm where I can take the wife and kids for a holiday?"

Decorated for Gallantry: Some Army Awards

Capt. (temp. Maj.) H. W. LE PATOUREL, V.C., awarded the Victoria Cross for most gallant conduct and self-sacrifice in the Tebourba area, Tunisia, on Dec. 3, 1942. His brilliant leadership and tenacious devotion to duty in the face of a determined enemy were beyond praise. On June 2, 1943 it was stated he was among 435 repatriated British captives.

Capt. G. W. L. STREET, M.C. Awarded M.C. for displaying great bravery in N. Africa, he was taken prisoner by the enemy, but managed to escape; after which he led a successful attack against his captors, achieving remarkable results.

Maj. (temp. Lt.-Col.) D. A. SEAGRIM, V.C. Posthumously awarded V.C. for leading his battalion of the Green Howards in a desperate attack on the Mareth Line on Mar. 20-21, 1943. His valour and disregard for personal safety enabled the objective to be captured. Major Seagrim subsequently died of wounds. He accounted for some 20 Germans.

Rev. H. PARRY, M.C. Held daily service during the eight-months' siege of Tobruk, and was wounded in the battle at Knightsbridge, Libya.

Maj.-Gen. H. LUMSDEN, bar to D.S.O. Displayed fine leadership in armoured operations in the Western Desert. Succeeded late Gen. Gott as commander of 13th Army Corps in Libya.

Rev. P. WANSEY, M.C. He attended to wounded in fierce fighting in Tunisia, and by his courageous action under fire helped to save many lives

Capt. (temp. Maj.) C. A. J. MARTIN, G.C., M.C. An electrical engineering expert, he displayed utmost gallantry in carrying out most hazardous work.

Spr. R. W. IZZARD, B.E.M. Without thought of personal risk, he saved valuable petrol tanks during outbreak of serious fire in the North of England.

Rfm. G. DONNO, M.M. He operated radio transmitter in the face of enemy advance amid blazing lorries in N. Africa. Before the war he was a chimney-sweep.

Sgt. T. J. J. McDONNELL, D.C.M. He took prisoner 39 Germans in Tunisia, after holding off savage enemy attacks with two of his men for a matter of two hours.

Photos, Daily Mirror, H. Jenkins, Vandyk, Associated Press, Planet News, Topical Press

I WAS THERE! Eye Witness Stories of the War

Under the Sea I Gave the Order—Fire!

Our men who hunt their quarry underseas live a life apart : a life of almost unrelieved peril and uneasy suspense. What it is like to be in action in these circumstances is vividly described by Lieut. Arthur Pitt of H.M. submarine Taku. His story is reprinted here from The Listener.

WE were on patrol in the Aegean Sea off Athens. I was looking through the periscope on a lovely sunny day; good for submarine attacking because there was a nice little breeze making a few small white horses. That's very good covering for your periscope ; the feather isn't seen so easily. We could see the coast all round : a beautiful rocky coast, the sort of place for pleasure cruisers in peacetime. And then I saw some smoke, and aircraft circling, the first warning of an enemy convoy coming. It slowly materialized into a supply ship. Then we saw its escort, an armed yacht, and still these two aircraft overhead. It was about five miles away.

I passed the order for diving stations. Everyone closed up to his station. There's a great bustle on the boat for a minute or two after that. They bring the torpedo tubes to the ready and everybody checks up their own particular station that everything is correct. This bustle settles down very soon to absolute quiet. No talking is allowed at all in a submarine ; there's coming and going through the control-room when diving stations are ordered and then it's absolutely quiet. You are concentrating on the attack all the time. There are one or two working the attack instruments and the rest are quietly doing their jobs, and a lot of them have nothing to do except wait. Everybody is tensed up, but looking round at them you wouldn't think it.

I found I had turned in to attack too soon and so I had to run right across its bows, and the escort never knew I was doing it. I turned round completely 180 degrees and landed on the other side, on the starboard side. When she passed right in front of my sights, I could see the ship standing out like a great big haystack. I could see the people on the bridge. I watch her come in the sights at the last minute and then fire as she crosses the wire in the periscope. I gave the order : "Fire."

IT was a certain shot. There was no doubt that one of the torpedoes would hit. We felt we couldn't miss. You just feel a little jar as the torpedoes go out. It sort of gives the submarine a push. The man at the hydrophone reported torpedoes running correctly, and we speeded up to try to get away a little, knowing the counter-attack would come. Shortly afterwards we heard a very loud explosion as the torpedoes hit. We all heard the explosion, not only the man on the hydrophone. It's a hard, cracking noise. I asked him, "Can you hear the target's engines ?" And he said, "Engines have stopped." Again very loud noises, and he told me : "Sounds as though she's breaking up." I think she must have sunk very quickly. Now it's very quiet again in the submarine, waiting for the counter-attack from the escort. Nothing happened for about 20 minutes. He was either picking up survivors or he was listening round and wondering where we were. Then the hydrophone operator reported he had started up his engines. We knew he was starting to run for his first attack.

Then the depth charges came. As they drop the whole boat jumps, all the indicating needles leap madly. The corking which absorbs the moisture came down all over us in a cloud from overhead. Small gratings over fan intakes and covering fuse panels shook loose and flew through the air right across the small control-room. One battery grating hit one of my sailors on the head. By the look on his face he thought the end had come. All this muck coming down from overhead : I saw the navigator stolidly sweeping it off his charts. And then he carried on, plotting our position. They dropped eleven depth charges, and we felt each one like a great thundering roar.

THEN there was a period of quiet for a bit, and we knew he was listening round to get our position. More depth charges were dropped in batches of two or three during the next half-hour. You feel extremely helpless all this time. You just have to sit and wait. Sometimes you speed up, alter the depth, alter course and try to dodge him. Once or twice he was very close. He never actually went over the top of us but just up and down the sides. It's a crunch-crunch noise that the screw makes.

Then there wasn't a sound for half an hour, and just as I'd decided he wasn't about we suddenly heard him start his engines up very close, very fast. He thought he had made absolutely certain where we were this time, and he dropped another line of eleven charges. The navigator came up to me ; he was writing down details of the attack quite calmly and he wanted some details about the supply ship—whether she had two masts and one funnel or one mast and two funnels. I was too astonished to be angry that he could ask me this question in the uproar.

The enemy dropped one more, and the engineer officer said to me, "I think that's his last." We came up and had a look. Yes, we had definitely slipped him. He was about three miles away, still searching round.

Three days later they were on to us again, and still near land where it is hard to manoeuvre : two M.T.B.s and a grey motor-launch. They had run into us early in the day, had made two attacks and then seemed to run out of depth charges. We were continually hearing their engines. They were going to stay with us till they could call up more depth charges ; or maybe wait till we surfaced and try to torpedo us. They stayed close to us all day, and that night they were still with us. We couldn't get up to the surface long enough to get the blowers working to get fresh air.

I went round explaining to the crew the situation we were in. You know all the men well because you live pretty close to each other. And though the jokes were a bit grim, they were all cheerful. I explained we should probably be down all night. We had to keep down all the next day too. And the air was getting bad. From mid-day onwards everyone was breathing very heavily through their mouths. We moved as little as possible so as not to waste the air. We couldn't cook anything ; but we didn't feel like eating very much. Towards the second evening some of us—especially the big

H.M.S. TAKU, one of the Royal Navy's most elusive submarines (see text), has an astonishing record of hairbreadth escapes. No submarine has been hunted more relentlessly than this ship. She is seen above, trying out a few practice rounds as she sets out on an important patrol. Top, officers of the Taku. Left to right : Commissioned Engineer J. Stevens, D.S.C., Lt. P. Murray-Jones, Lt. Arthur J. Pitt (Commander), Lt. H. R. Murray, Sub-Lt. R. G. Carr, and Lt. P. A. C. Day.

Photos, British Official

and burly ones—were lying down and nearly out. The second day we couldn't see the enemy, but it was out of the question to surface in daytime near their coast. We were all watching the clocks and longing for the night. Looking through the periscope at a red sunset, I came up just a quarter of an hour before dusk, and we got the blowers working at last.

DAYS later we got our revenge. We were again very close to the shore and spotted a small supply ship. Not worth a torpedo, I thought, but just right for gun action. The crew always like gun action ; it cheers them up after days of being hunted. But I was doubtful about going in. Ten minutes before six aircraft had been over. Then I had a closer look. I could see she was flying a little swastika flag at the mast. And German soldiers were lolling about on the guard rail. We couldn't resist it. We surfaced about half a mile away and opened fire. The second round hit her and we saw the Germans jumping over the side. We got about fifteen hits on her and left her still afloat but afire. It was all over in ten minutes. Then we had to dive in case the aircraft came back.

The next morning we moved in close to an enemy-occupied port. It was stormy and enemy supply ships were crowded together in the harbour. We surfaced about a mile from the shore and lobbed a number of shells into the mass of tightly packed shipping. The moment we dived we heard several loud cracks. They had brought their guns into action just too late.

ALLIED PRISONERS IN A GERMAN SHIP were released when, preceding the fall of Tunis, the vessel was damaged and beached in Allied air attacks—described in this page. Here the men are making for the beach, from which flies the French Cross of Lorraine. *Photo, British Official*

Off Tunis Our Prison Ship Was Riddled

During the Allied bombing which preceded the fall of Tunis 700 British soldiers, 200 American airmen and 35 officers imprisoned in an Axis ship had a hair-raising experience. Major T. Braithwaite relates below how they were attacked by our own fighter-bombers.

ONE bomb fell so near that it started our plates. We leaked so badly that we had to turn back. We anchored in shallow water at La Goulette, where the vessel settled on the bottom, a helpless target for raid after raid. The Italians and Germans on board abandoned the ship, and the British and Americans took charge of it.

Our fighter-bombers attacked us continually, dropping bombs uncomfortably close and riddling the ship with cannon shells. Particularly fine work was done by a British officer, Lieut. Quartermaster Gordon, of the Royal Artillery. He stood at the entrance to the hold where all the British and American troops gathered for protection and gave them a running commentary on the attacks by our own machines. He was very quick at shouting down to them the direction from which the next attack was coming. That gave them time to rush to the opposite side of the hold so that they had a better chance of escaping the cannon fire. He was a big tall fellow and his cheerfulness and alertness helped to keep everyone's spirits up.

All behaved magnificently in what was quite an ordeal. We tried everything to let the airmen know that the ship was filled with Allied troops. We tried using the wireless. It wouldn't work. We tried flashing the "V" sign and draped the guns with white sheets. There were about 100 sick and wounded men on board. We fashioned big red crosses on the deck with signal flags and red leather from the settees in the passenger quarters. We also marked out the initials P.O.W. in four places.

Then the raids stopped. An Italian officer in charge of the ships came aboard on his own with a solitary soldier to see that the wounded and sick were taken off. He knew he was bound to be our prisoner, and he handed over his revolver, and shortly afterwards boats came out to take us ashore. Tunis was in our hands.

A.B. KELLEHER, who tells his story in this and the following page, was wounded in the evacuation of Crete in 1941, while serving in H.M.S. Carlisle.

In Crete's Bomb Alley We Fought Terrific Odds

Wounded whilst serving in the anti-aircraft cruiser Carlisle during naval operations covering the evacuation of our forces from Crete in 1941, Able Seaman J. F. Kelleher wrote this story of his experiences specially for THE WAR ILLUSTRATED during his recent convalescence in hospital.

WE sailed from Alexandria on one of our toughest jobs on a Thursday morning two years ago this May. Together with other cruisers and destroyers of the Mediterranean Light Forces, acting as anti-aircraft escort vessels, we were to assist ships of the Merchant Navy to bring away from Crete as many of our Marines and other troops as possible (so terminating their heroic but ill-fated rearguard actions against thousands of airborne Nazis) and conduct them safely back to Alexandria.

The sun shone brightly and there was not a cloud in the sky as gun crews stood about the Carlisle's deck, alert for enemy planes. The sound of "rattlers" suddenly called us to gun stations. A reconnaissance plane was shadowing us. My job was Loading Number at a 4-inch gun, and perspiration streamed from my brow as I loaded shell after shell into the breech. But we were unlucky, and the plane made off—having noted our position and almost certainly guessed at our destination.

It was not long before rattlers again sounded, and from the bridge came a warning that enemy aircraft had been reported on our detecting gear. We were now approaching the Aegean Sea, commonly known as Bomb Alley, and it was here we were to expect big trouble. It was 6.30 a.m. when the aircraft were sighted : nine Stuka dive-bombers and a half-dozen Messerschmitts. Our guns started to bark. As quickly as I could get a shell from the "ready-use" locker, fuse it, and insert it in the breech, my gun was fired. The Stukas were sorely damaging the ships of our fleet, and I saw two of our medium cruisers, the Gloucester and the Fiji, go down with guns firing to the last. More enemy planes were coming in from all directions, and some of our destroyers received direct hits ; from my gun position I saw at least six of these, including the Kelly, Kashmir, Juno and Greyhound, go down battling to the last moment.

BUT I hadn't much time for looking around, especially when six Junkers dived on us from out of the sun, straddling the Carlisle with bombs. I was wounded by shrapnel entering my right thigh, and I placed myself at the disposal of the First Lieutenant for any job that was going and that, hampered as I was by my wound, I might be able to manage.

Then our "ready" ammunition lockers were set ablaze, and along with other personnel mustered by the First Lieutenant I helped to fling the ammunition overboard. That done, I went with the First Lieutenant to the bridge, where we were greeted by a hail of machine-gun bullets, the skipper being killed outright. With the skipper gone

and no more ammunition in our lockers it was up to the First Lieutenant to try to get the Carlisle back to Alexandria.

It was not going to be an easy task, our speed having been reduced by the heavy bombing; and it was an easy guess that we would be under constant air attack until we were in sight of Alexandria again. But the worst didn't happen, and at midday on the Saturday we steamed past the boom and dropped anchor in the "home" harbour. We of the Carlisle hadn't completed our mission, unfortunately, but we had done all that any ship's crew could do in such murderous circumstances.

What Horrors I Saw In Vyazma and Rzhev!

One of the most distinguished figures in the Russian Orthodox Church and a member of the Soviet State Commission established to investigate the crimes of the German-Fascist invaders of his country, Bishop Nikolai of Kiev has recorded the cruelty and destructiveness wrought in Vyazma, recaptured by the Russians on March 12, 1943, and Rzhev, recaptured nine days earlier. His description is here condensed from Soviet War News.

VYAZMA is an ancient Russian town. It was built solidly, lastingly, with walls an arm's span thick. The Germans had to work hard to destroy it. There was no fighting in Vyazma itself, yet for three days the town was filled with the continuous thunder of explosions. The Germans did not spare dynamite; they spent it without stint.

And the town was razed to the ground. Of its 5,500 buildings, only some 50 timber houses on the outskirts still survive. Such splendid edifices as the theatre, the history museum and the market are piles of ruins.

We arrived in Vyazma the fifth day after its liberation, but the explosions still continued. The Germans had laid delayed-action mines everywhere, and our fearless Red Army men did not always succeed in detecting them in time to avert an explosion. The commander of the Soviet troops advised us not to linger there, as our forces were passing through the town, and Vyazma was still being bombed by hostile aircraft. Nevertheless, the inhabitants were streaming back. The day the Red Army entered Vyazma there were only some 300 persons left there. During our stay the number increased to 3,000. But let it not be forgotten that before the war Vyazma had a population of 75,000. Today the town is a vast graveyard.

I climbed a hill and looked around. Nothing could be seen but piles of brick and rubble, gutted houses. My mind could not conceive the reason for this insensate destruction. Only a frenzy of despair could have prompted such insanity. They destroyed not only the town. They also destroyed the inhabitants. We were taken to the cemetery. The fence surrounding it had been pulled down, and an enormous trench dug. Into this trench the Germans cast non-combatant citizens they had shot or tortured to death. Women, children and old folk were flung higgledy-piggledy into it and covered with only a thin layer of earth mixed with snow. A medical commission is now busy exhuming corpses to determine how they died. Many bodies bear signs of torture.

The Germans wrecked Rzhev as thoroughly as Vyazma. But there are no streams of people flocking back to Rzhev. They have either been carried off to Germany or exterminated. We arrived there seventeen days after the Germans withdrew. Even then there were hardly 1,500 people in the town. When the Red Army arrived there were only about 200. I had a long talk with sixty-year-old Deacon Feodor Tikhomirov. I asked him how he had lived under the Germans.

"How I lived? At first I kept count of how many times the Germans beat me, but after thirty I stopped counting. They beat me because I could not carry heavy loads. They beat me when they harnessed me to a cart or when I dropped from fatigue or hunger. Every other day they issued me with a handful of boiled rye. Sometimes the church people who still had some stocks of food left would give me something to eat. Many in the town died of starvation."

Terrible is the impression left by this dead city. On the left bank of the river, where the shopping and residential quarters lay, a few people could still be seen wandering about, but on the right bank not a soul was to be seen. Yet before the war the town had a population of 55,000.

Some streets are still not fully de-mined, and it is dangerous to walk through them. But the horror of these streets is not due only to mines. We glanced into some houses and saw harrowing sights. Murder after murder, monstrous and senseless murder. In one house on Vorovsky Street lay the dead bodies of a husband and wife and five children. The head of the family had been trampled to death. He was unrecognizable. The wife had been shot. The 18-year-old daughter had been raped, then strangled. The eldest son had been shot through the right eye. Even a tiny infant had been slain and thrown out of its cradle. In the house next door were six more corpses.

OUR DIARY OF THE WAR

MAY 25, 1943, Wednesday *1,362nd day*

Mediterranean.—Airfields in Sicily again bombed by Allied aircraft; in Sardinia hits scored on Tirso power-station.

U.S.A.—American aircraft attacked main Jap camp on Kiska island.

Australasia.—Allied bombers made heaviest recorded raid on Lae, New Guinea.

MAY 27, Thursday *1,363rd day*

Air.—Mosquitoes made low-level raid at dusk on Zeiss works at Jena; after dark heavy bombers made strong attack on Essen.

Mediterranean.—Airfields in Sardinia attacked by Allied aircraft; harbour defences on Pantelleria also bombed.

Russian Front.—Soviet long-range aircraft raided railway junctions of Mogilev Karachev and Roslavl.

MAY 28, Friday *1,364th day*

Sea.—In night action near Dunkirk our light coastal forces set four trawlers and two coastal craft on fire; one of our gun-boats was lost.

Mediterranean.—More than 100 Flying Fortresses made daylight raid on Leghorn from N. Africa without loss.

Russian Front.—Heavy fighting still in progress N.E. of Novorossisk, Kuban.

MAY 29, Saturday *1,365th day*

Sea.—Admiralty announced loss of submarine Regent.

Air.—Large force of Fortresses and Liberators raided St. Nazaire, Rennes and La Pallice by day; at night R.A.F. made first attack on industrial area of Wuppertal in the Ruhr.

Russian Front.—Soviet aircraft made night raids on Gomel and Karachev.

China.—Supported by U.S. aircraft, Chinese forces launched counter-offensive on Yangtse front.

MAY 30, Sunday *1,366th day*

Sea.—Sinking of five U-boats in ten days by Coastal Command aircraft announced.

Mediterranean.—More than 100 Flying Fortresses bombed aerodrome and docks at Naples; aerodrome at Foggia, S.E. Italy, again raided. Naval forces bombarded Pantelleria during the night.

Russian Front.—Heavy fighting continued N.E. of Novorossisk.

U.S.A.—Navy Dept. announced that Japanese organized resistance had ceased on Attu island.

Home Front.—Sharp daylight raid on S.W. coast town by fighter-bombers.

General.—Gen. de Gaulle arrived in Algiers for talks with Gen. Giraud. Announced that French fleet at Alexandria had joined the Allies.

MAY 31, Monday *1,367th day*

Air.—Daylight raid by R.A.F. on Cherbourg, Flushing, Zeebrugge and Caen.

Mediterranean.—Another heavy attack by Flying Forts on Foggia, S. Italy.

Russian Front.—Night attacks by Soviet Air Force on rly. junctions of Briansk, Polotsk and Rezhetza.

Australasia.—Liberators made heavy raid on Lae airfield and waterfront.

JUNE 1, Tuesday *1,368th day*

Mediterranean.—Naval forces again bombarded Pantelleria; air attacks on Naples, Sicily and Sardinia. At night Allied destroyers routed enemy convoy off Cape Spartivento, S. Italy.

Russian Front.—Soviet aircraft made night raids on Smolensk and on Karachev, on Briansk-Orel railway.

U.S.A.—American and Canadian airmen raided Jap base on Kiska.

General.—British air liner shot down while flying from Lisbon to Ireland.

JUNE 2, Wednesday *1,369th day*

Mediterranean.—Allied aircraft again raided Pantelleria and island of St. Antioco off Sardinia; Pantelleria also bombarded by Navy during the night.

Russian Front.—Out of force of 500 German aircraft raiding Kursk, 162 were shot down for loss of 27 Soviet planes.

China.—Announced that, as result of Chinese victory on the Yangtse, threatened Jap drive on Chungking was averted.

JUNE 3, Thursday *1,370th day*

Mediterranean.—Pantelleria again bombarded by naval forces by day and bombed at night.

Russian Front.—During the night of June 2-3, Soviet bombers attacked rly. junctions of Kiev and Roslavl.

General.—Agreement reached in Algiers between Gens. Giraud and de Gaulle on formation of French Committee for National Liberation.

JUNE 4, Friday *1,371st day*

Mediterranean.—Pantelleria again attacked by Allied aircraft.

Russian Front.—During night of June 3-4, 500 Soviet long-range aircraft attacked railway junction of Orel.

General.—Army revolution broke out in Argentina against pro-Axis Government of President Castillo.

JUNE 5, Saturday *1,372nd day*

Mediterranean.—Large force of Flying Fortresses from N. Africa made daylight attack on warships at Spezia, N. Italy.

General.—Mr. Churchill arrived back in England from the U.S.A. and N. Africa.

JUNE 6, Sunday *1,373rd day*

Mediterranean.—U.S. heavy bombers made daylight raids on railway ferry termini at Messina and in toe of Italy. Air attacks on Pantelleria continued by night and day.

Russian Front.—Soviet long-range aircraft made mass raid on rly. centre of Unecha, in Orel region; German bombers raided Gorki, on the Volga, 200 m. E. of Moscow.

JUNE 7, Monday *1,374th day*

Mediterranean.—Pantelleria again bombed several times. British Commando patrol made scouting raid on Lampedusa island.

Russian Front.—Soviet long-range aircraft raided enemy aerodromes in Orel and Briansk area. Germans again raided Gorki.

JUNE 8, Tuesday *1,375th day*

Mediterranean.—Pantelleria called on to surrender by leaflets dropped from Allied aircraft; bombardment from sea and air continued.

Russian Front.—German aircraft raided Volkhov, E. of Leningrad, by day.

General.—President Roosevelt issued formal warning of retaliation in kind if Axis began gas warfare.

Flash-backs

1940

May 28. Belgian Army under King Leopold surrendered.

May. 30. Evacuation of troops from Dunkirk began.

June 3. First German air raid on Paris; over 1,000 bombs dropped.

June 4. Evacuation from Dunkirk completed; 335,000 British and French troops brought out.

June 5. Opening of "Battle of France"; new German offensive along Somme and Aisne.

June 8. French Cabinet reconstituted under M. Reynaud; M. Daladier dropped; Gen. de Gaulle Under-Secretary for Defence.

1941

May 26. German reinforcements landed at Maleme, Crete.

May 27. German battleship Bismarck sunk in Atlantic after pursuit of 1,750 miles.

May 30. Evacuation of British troops from Crete began.

June 1. Clothes rationing came into effect in United Kingdom.

June 8. British and Free French troops crossed Syrian frontier.

1942

May 26. Anglo-Soviet Treaty was signed in London by Mr. Molotov and Mr. Eden.

Rommel launched new attack in Libya to outflank Bir Hacheim.

May 27. Attack on Heydrich, Deputy-Protector of Czechoslovakia, which led to his death on June 4.

May 30. R.A.F. raided Cologne and Ruhr with 1,130 bombers.

May 31. German "reprisal" raid on Canterbury.

June 1. Essen and the Ruhr raided by 1,036 bombers.

June 4. Battle of Midway Island began; Japanese naval attack beaten off with heavy losses.

June 5. Germans launched heavy attack on Sevastopol.

Editor's Postscript

WHICH is the most expensive country to live in just now? India, writes a young naval officer of my close acquaintance; India, where a tube of toothpaste costs 6s. 9d., and razor blades are 10d. each! I have had similar complaints of exorbitant charges for the necessities of civilized existence from a correspondent in Ceylon; and no doubt many candidates could be listed for the unenviable distinction. How the men in the Services manage to keep themselves so spick and span is a perpetual wonder, and it is surprising that, with razor blades at such a price, we don't see many more beards beneath the peaked hats, berets and forage caps. But I believe there is a ban on beards. In the Army and R.A.F. only moustaches are permitted; while in the Navy, although it is "beard or nothing," few save submarine crews seem to wear them. And then, as often as not, they shave them off when they come into port.

NORTH AFRICA is another place where the British soldier has had to face a barrage of high prices. But here the military authorities have promptly put a stop to profiteering by publishing official price lists of the drinks, smokes, toilet goods, etc., which enter most prominently into the Serviceman's shopping. Thus I read the other night in The (London) Star that the Tripoli Times (the newspaper that was started on January 1st as a single sheet in Italian and English, but is now extended to 4 pages in English only) contains a long list of articles with the prices against each. Razor blades are five for 1s. 3d.; toilet soap 6d. per tablet; a tooth-brush 1s.; woollen socks 2s. 6d. a pair. Synthetic coffee is a 1d. a cup if you drink it standing, or 1½d. if you drink it sitting down; with milk it is 3d. and 3½d. respectively. You can get a glass of brandy for 1s., an aperitif for 3d. or 3½d., and a glass of punch costs 6d. Shops selling items in the list are required to display a price list, and each article is to be ticketed with the price.

ALL cigarettes sold in the Navy's canteens afloat bear the inscription "H.M. Ships Only"; very shortly cigarettes sold in the Services' canteens will be similarly labelled "H.M. Troops Only," Mr. Arthur E. Olley, editor of the trade journal Tobacco, tells me. It is illegal to sell a Navy cigarette in a shop (goes on Mr. Olley), since it has paid no duty to the wartime revenue; on board ship at sea a twenty of cigarettes costs 6d. In Army and R.A.F. canteens in this country the price of a twenty is still 1s. 6d., as compared with the 2s. 4d. which we civilians have had to pay since the last Budget. Because of this difference of price there has been a considerable leakage of Service supplies to civilian smokers, often at a cut-price even after several profits have been raked off. Officially there is no free issue of cigarettes to soldiers in this country, though our men in Tunisia get one since they are on active service. Hitler's soldiers still have a cigarette issue when at the front; but the moment he goes on leave Fritz comes on the civilian ration card for cigarettes. This means he now gets only two a day.

ARE you one of the 1,250,000 holders of 3½ per cent War Loan? If so, a further question: Did the postman on the morning of June 1 drop a "Bank of England" envelope into your letter-box? Some 550,000 stockholders have their share of the £33 million half-yearly interest paid direct into bank, Post Office or Trustee Savings Bank accounts, but there are still 700,000 who have their warrants sent direct to their homes. The Bank of England is now urging the 700,000 to follow the good example set by the 550,000. If they do so, it is estimated that 3¼ tons of paper—154 miles of 5-inch-long warrants—will be saved every year on dividend warrants alone. Envelopes consume another 4¼ tons; and if, as is probable, half the holders concerned post their warrants to their banks for crediting, another 2 tons of paper are used. Altogether, it is calculated that 10 tons of paper could be saved each year; while 72,000 man-hours would be saved in clerical work, in addition to relieving the hard-pressed Post Office of the work of sorting and delivering close on a million envelopes each half-year. To play your part in this eminently desirable economy, all you have to do is to ask your banker or Post Office for a dividend request form, spend a minute or so in completing it, then hand it back. The bank or the Post Office will do the rest.

IN his last Budget Sir Kingsley Wood included an increase in the charges for trunk telephone calls—not because he was looking for increased revenue therefrom, but because it was desired in the interest of labour economy to discourage people from making all but really important trunk calls. But, in fact, the increased rates have had next to no effect on the number of calls. So now the Post Office has invited the support of the Press in bringing home to telephone-users the utmost importance of cutting down the number of calls, particularly the trunk calls, they make. As was recently made plain to us when the London Trunk Exchange was "at home" to the Press, labour shortage is acute and is steadily becoming more so.

NEARLY 9,000 women are employed as telephone operators in London, and for one reason or another some 1,500 resign each year (to get married, as often as not). At the present time there are about 500 vacancies waiting to be filled, while another 500 girls are made necessary by normal expansion. In 1939 the London Trunk Exchange was handling about 30,000 originating calls a day; now the figure is well over 40,000, and there was one day in April last with a peak load of 46,000.

FOR full-time employment girls between the ages of 16 and 18½, and women between 31 and 50 are urgently needed. Hours are normally 48 a week; every attention is paid to welfare, and so far as possible telephonists are employed at exchanges within easy reach of their homes. While learning—the course takes six or seven weeks—new entrants are paid £1 0s. 6d. a week, or £1 3s. if they are eighteen; when trained, a girl of sixteen receives £1 14s., and at 21 she gets £2 18s., after which there is an annual increment of 2s. per week.

HIDDEN behind the walls of their exchanges, heard but not seen, the telephonists have their part in the battle (we have been asked to emphasize) equally with their sisters in the auxiliary services and the munition factories, and with their brothers on the sea, in the air, and in the fighting line on land. The vital importance of their work is well brought out in these lines by Eleanora Dayton Surry. She is one of the Bell Company's telephone-girls in Washington, U.S.A., but her sisters over here would echo every word.

We are the unseen, ever watchful, never sleeping,
Binding the atoms together.
Not ours the glory nor applause,
We wear no uniform and yet are part of our land's destiny,
Guarding her secrets well.
We are the unseen, loyal, true to an ideal,
One God, one country, one flag:
We want no praise, knowing, out there,
Men have shed their blood that we might live . . .
With others soon to follow them.
Our reward shall be, one day, with the touch of magic at our finger-tips
To send across the quivering wires
One far-flung cry—"Ours is the Victory!"

DOES conscience prick as often and so sharply as it used? A correspondent, whose letter is quoted in The Manchester Guardian's amusing Miscellany, asks if we are right in thinking that the comparative disappearance of those once familiar acknowledgements by the Chancellor of the Exchequer of "conscience money" denotes an increase in honesty among income-tax payers, rather than conscience dulled by the size of demand? There seems to be some ground for the more optimistic view, answers the Miscellanist, in stories of the Inland Revenue's having to return cheques lately to people who imagine that notification of sums put to their post-War credit were additional income-tax demands. But perhaps, too, the Income Tax people must be credited with an ever-increasing keenness, which makes it more difficult to conceal anything from them, so that conscience does not have the opportunities it enjoyed years ago. "Perhaps the Inland Revenue eye has attained that power of penetration mentioned by Mr. Samuel Weller, in Bardell *v.* Pickwick."

Title page and complete index (16 pages) together with FREE Reproduction of the portrait (in FULL COLOUR) of General Sir Bernard Montgomery by Capt. Neville Lewis, official South African War Artist, as frontispiece to the Volume, are given with each binding case.

BINDING and BINDING CASES

The Publishers' Special Offer to Subscribers

VOLUME SIX of the WAR ILLUSTRATED (comprising Numbers 131—155) is now completed and Subscribers can have their loose copies bound by the Publishers at the following prices:

STANDARD STYLE—6/6 each volume (2/6 for the binding case and 4/- for binding and return carriage).

DE LUXE STYLE—11/- each volume (6/6 for the binding case and 4/6 for binding and return carriage).

The above binding prices apply to *all volumes* of THE WAR ILLUSTRATED.

If you wish us to undertake the binding, send your loose copies (which must be in good condition) by Parcel Post to:—"The War Illustrated," Binding Department, Bear Alley, Farringdon Street, London, E.C.4, ENCLOSING YOUR NAME AND ADDRESS. Remittance to cover should be posted *separately*, mentioning the actual parts being sent for binding. Cheques and P.O.s should be made payable to The Amalgamated Press, Ltd., and crossed /& Co./. No responsibility can be accepted for money lost through being enclosed in the parcel.

If you hand your copies to a Newsagent for dispatch to us, you must pay him the full amount of binding charges, and subscribers will also be liable for the cost of carriage on parts sent to us in this manner.

Missing or soiled numbers of this volume can be replaced by the publishers at a cost of 6d. per copy. This extra amount must be added to the binding remittance, and you should also state in your letter which numbers are missing.

Subscribers who wish their volumes to be bound locally can purchase our binding case through their Newsagent at the following prices:—STANDARD CASE in dark red cloth, 2/6 each. DE LUXE CASE in dark blue half-leather, 6/6 each. If ordered direct from the Publishers, 7d. extra must be included for postage.

The prices mentioned above apply only to Great Britain and Northern Ireland. Readers in Eire will be liable for any import duties.

Relentless Scourge of the Enemy's Ships

TORPEDO-CARRYING BEAUFIGHTERS, it was disclosed early this year, have been operating with Coastal Command, and have scored great success in attacks against enemy shipping. Armed with four cannon and carrying their "tin fish" under their fuselage, these planes were originally used in the Mediterranean. Two pilots are here shown with a Beaufighter and its torpedo in position. *Photo, British Official: Crown Copyright*

Printed in England and published every alternate Friday by the Proprietors, THE AMALGAMATED PRESS, LTD., The Fleetway House, Farringdon Street, London, E.C.4. Registered for transmission by Canadian Magazine Post. Sole Agents for Australia and New Zealand: Messrs. Gordon & Gotch, Ltd.; and for South Africa: Central News Agency, Ltd.—June 25, 1943. S.S. *Editorial Address:* JOHN CARPENTER HOUSE, WHITEFRIARS, LONDON, E.C.4.